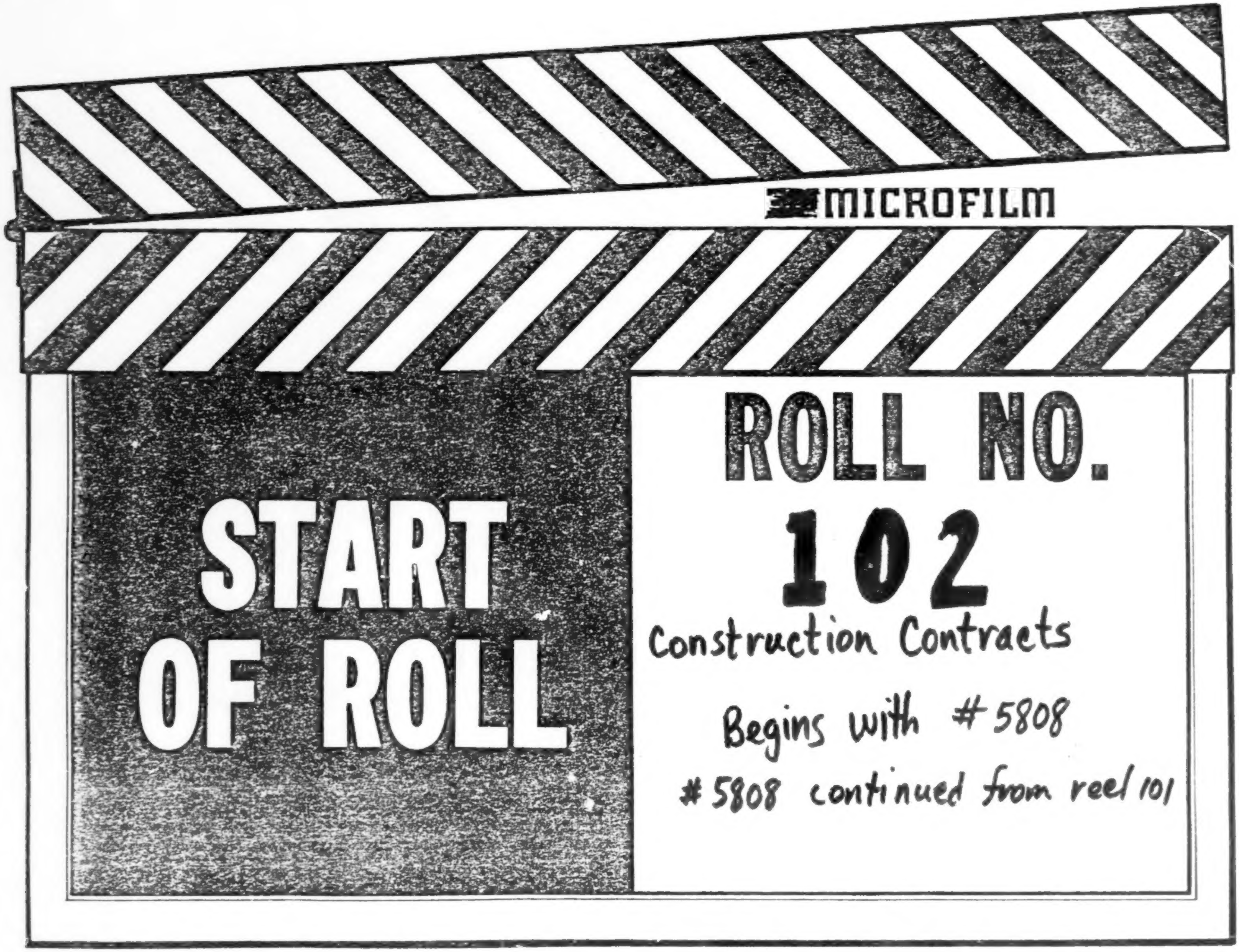

START OF ROLL

ROLL NO.

102

Construction Contracts

Begins with #5808

#5808 continued from reel 101

I-5-4(42) Santiam Inter.-Halsey Inter. Sec.
216 Pacific Hwy.
#5808 Roadside Improvement 1960

RECEIVED
NOV 16 1962
FOR FILING
I-5-4(42)216
5807

477 Cottage Street N.E.
Salem, Oregon

November 15, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-4(42)216,
Santiam Interchange-Halsey Interchange Section
Roadside Improvement

Acknowledgment is given of your letter of October 12, 1962 in reply to ours of September 11, 1962 concerning replacement planting, subject project.

You are correct in your belief that the $4,684.55 mentioned was bid price on the plants involved and that any reduction would be based on the Federal pro-rata share of this amount.

In view of the declaration of intent as expressed in the penultimate paragraph of your letter, we are prepared to delay acceptance of the project until you are able to reestablish the area to a condition comparable to that originally contemplated.

Please advise us when you consider the work to have been completed to this condition.

original To Young
11-16-62

RECEIVED
NOV 16 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

RECEIVED
OCT 26 1962
FOR FILING
I-5-4(42)216
5808

October 12, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Oregon Project I-5-4(42)216
Santiam Interchange-Halsey
Interchange Section
Roadside Improvement

Dear Sir:

Reference is made to your letter of September 11, 1962, in which you set forth the terms of acceptance of the subject-named project.

You advised us that a reduction of federal-aid participation in the amount of $4,684.55 would be made based on the mortality rate of trees and shrubs planted under this contract. The figure quoted was the contract bid cost and not the federal share. We do not believe that this analysis of the situation is valid based on the following facts as we see them:

Prior to letting this contract, Articles 2.52.16 and 2.52.18 of the general specifications were used to deal with the problems of maintenance and replacement of plant materials in connection with the furnishing and planting of trees, shrubs and ground covers. However, on this contract, the special provisions modified these sections as follows:

> "Modifying the provisions set forth in Article 2.52.16, the contractor, upon acceptance by the engineer of all plant materials furnished and planted during the normal 1960 Fall and 1961 Spring planting seasons will be relieved of the maintenance of these accepted plant materials."

The above-quoted special provision takes precedence over the standard specifications in accordance with Article 1.5.3 and superseded Articles 2.52.16 and 2.52.18. Accordingly, after the shrub and tree planting was completed in the spring of 1961, an inspection was made on February 20, 1961, by the Resident Engineer, the Contractor, and the Assistant Landscape Engineer at which time, all trees and shrub plantings were found to be in satisfactory condition and the State assumed the maintenance of these trees and shrubs.

The special provision above quoted undoubtedly reduced the contract bid price by the modification. The State and Federal Government benefited from this reduced price proportionately. It would also appear that the risks involved by the modification should be jointly shared by the State and Federal Government.

Weather Bureau records revealed that in the spring of 1961, the rainfall was excessive. We experienced 5½ inches above normal in February and 4 inches above normal in March. It is believed that this excessive rainfall contributed materially to the mortality rate of the plantings. Your Area Engineer apparently made an inspection of the plantings around July 28, 1961, at which time he discussed the excessive loss of plantings with our Assistant Division Engineer. We feel that the period between February 20, when we made our inspection, and the later inspection of the Bureau of Public Roads' Area Engineer was the critical period.

In addition to the foregoing, I wish to advise you that the 1962 maintenance budget includes an amount of $2,715.00 for replacement planting consisting of 1,189 trees and shrubs (mostly shrubs) and 1,540 vines which will be made over the length of this project this fall. Our 1963 budget includes additional money for this purpose. The budget has not been approved as yet so we cannot give you a definite figure; however, it is our intention to bring the roadside planting through this area up to a condition comparable to that originally contemplated. The plantings we are making are not necessarily replacement in kind but will take into account suggestions made by your Area Engineer in his report of January 24, 1962.

In view of the foregoing, we request that you reconsider the reduction of federal-aid participation in this project as set forth in your letter of September 11, 1962.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

cc Forrest Cooper
F. D. Morgan
Mark Astrup
I. A. DeFrance
R. D. Asburry
C. H. Maison
L. H. Young

LHY:mm:ajw

Young
We must reclaim on this
talk to me about it
RLP

FORM E-50 50M 5-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 3, 1962

SUBJECT: (Assignment: RLP-158)
Oregon Project I-5-4(42)216
Santiam Interchange-Halsey Interchange Sec.
Roadside Improvement

To: Mr. R. L. Porter
Assistant State Highway Engineer

OFFICE

On September 11, 1962, Bureau of Public Roads Division Engineer Parsons wrote us stating that he was reducing the amount of Federal-aid participation on this project a total of $4,684.55. This reduction was for the unsatisfactory condition of some 1,479 trees on the date of their final inspection January 4 and 5, 1962.

Article 2.52.16 requires the contractor to maintain all plantings in good condition until final acceptance of the contract. Article 2.52.18 (quoted by the Bureau of Public Roads) states that the contractor will replace all materials found in an unhealthy or badly impaired condition at the time the job is accepted. However, the Special Provisions of this project modify the Standard Specification as follows:

> "Modifying the provisions set forth in Article 2.52.16, the contractor, upon acceptance by the engineer of all plant materials furnished and planted during the normal 1960 Fall and 1961 Spring planting seasons will be relieved of the maintenance of these accepted plant materials."

Accordingly, an inspection of the planting work completed was made by the contractor, Resident Engineer and Assistant Landscape Engineer Meola on February 20, 1961. At that time all tree and shrub plantings were in a satisfactory condition and a recommendation was made to Division Engineer Walker that the State accept responsibility for the maintenance of these trees and shrubs. A copy of Mr. Astrup's letter containing this recommendation is attached. The trees were accepted as of the date of the inspection listed above and the maintenance assumed by the Oregon State Highway Department. On July, 28, 1961, Willis Grafe, Bureau of Public Roads Resident Engineer, discussed the excessive loss of the plantings with Assistant Division Engineer Wimer. (A copy of Wimer's Memo is attached). This discussion was followed up with a letter dated September 15, 1961, to Division Engineer Polk, signed by Mr. Williams, stating the reasons for the excessive loss of plantings (a copy of this letter is also attached).

NOTED
R. L. PORTER

Nash
Reclaim

NOTED
R. L. PORTER

The contract was finally accepted after an inspection was held on December 12, 1961. Finally, on January 24, 1962, the Bureau of Public Roads made an inspection of the project and on September 11, sent the letter to us precipitating this investigation.

We believe we have followed the Special Provisions implicitly and that the contractor is not responsible for the loss of plantings. It is, therefore, recommended that a letter be addressed to the Bureau of Public Roads stating the facts in the case and requesting that they reconsider their citation.

F. D. Morgan
Construction Engineer

By FB Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh
Attachments

cc: J. D. Walker
Mark Astrup

RECEIVED
OCT 4 - 1962
OFFICE OF
STATE HIGHWAY ENGINEER

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

PLEASE RETURN TO
R. L. PORTER

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 11, 1962

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-4(42)216 Santiam Interchange-Halsey Interchange Section, Roadside improvement

Reference is made to our letter of January 31, 1962 transmitting an inspection report, subject project, as well as the inspection itself.

We were advised by letter dated December 18, 1961 that all work was completed December 8, 1961, and inspection was made January 4 and 5 as shown in the report.

The inspection revealed that, despite the fact that the specifications require that the material shall be in satisfactory condition when the work is completed, 734 trees and 745 shrubs were, in fact, very unhealthy, dead or had been removed from the project at that time.

Since it must be recognized that this situation did not develop subsequent to the acceptance by the State (a period of less than one month), it must be presumed that the general specifications, Article 2.52.18, for some reason were not followed in this case, and we will have no recourse but to make our acceptance contingent upon reduction of the amount of Federal aid participation in the amount of the materials deficient at the time of the inspection, on the basis of $4.20 per tree and $2.15 per shrub for a total of $4,684.55.

RECEIVED
SEP 13 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L PORTER

622-1006

Mr Walker 7-28-61

Willis Grafe called regarding the excessive loss of evergreen plantings on the Albany-Halsey Section. Most of the loss occurred last winter shortly after they were accepted. Two factors have been blamed. ① Improper balling ② Ground conditions were to wet. There has been some discussion of contractor making replacements even though he may not be legally liable.

Grafe asks steps be taken to prevent a repetition by ① conducting an investigation to determine if ground conditions were to wet for that type planting and by ② adoption of a better inspection system. Our specs have recently been changed to give contractor the first years maintenance responsibility. Willis does present 2 items that should be pursued.

Ostrup is having a complete report worked up on this

Jerry

NOTED
GERALD WIMER

COMMISSIONERS
[illegible] CHAIRMAN
PORTLAND
KENNETH [illegible] MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 15, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Dear Sir:

file → Oregon Project I-5-4(4)216, Roadside Improvement,
Santiam Interchange-Halsey Interchange Section,
Pacific Freeway

Reference is made to your letter of September 5, subject as above.

We too are concerned in the plant losses that have occurred on this job. As a result of our investigation, we believe it is due to three factors:

1. Excessive rainfall during the early spring period when growth should normally be starting. According to Weather Bureau records, we had 10.82 inches of rain in February--5½ inches above normal; 8.19 inches in March--or 4 inches above normal; followed by 3.19 inches in April.

The transplanting of plants is always a shock to the plant, much as a major operation is to a human. We know that water stood in some of the plant pockets until June; consequently, we believe that drowning, or the lack of oxygen due to the excessive moisture, was a primary cause of failure.

2. In a minority of cases, the soil had been compacted in grading and was of such a nature that it did not drain. Thus when planting pockets were dug they served to hold water, the same as a bucket, and to emphasize the excessive moisture which was deposited by rainfall.

3. We have discovered that the Douglas fir, which specie was one of the large items of loss percentagewise, was obtained from a tree nursery. In other words, the trees were grown for the Christmas tree trade and had not been periodically root-pruned, as is customary in nurseries. This accounts for some of the large, stubby roots on some of the dead plants at the Shedd stockpile site.

We do not believe that a slightly larger size than specified on some of the evergreen trees was of any consequence. It is common practice in landscape work to permit a latitude if the specified size is not available. This does not mean that the size specified is selected in poor faith or with inadequate knowledge of what sizes and varieties are available. At the time the planting plan is made, we verify that the sizes and kinds of plants are available. This does not mean that they will be available when the job is finally let.

To prevent a recurrence of this situation, we propose, first, that a more extensive investigation of drainage conditions be made and that provision be made for the installation of tile when indicated; the addition of soil amendments to improve drainage or the complete replacement with good topsoils to be required if unsatisfactory planting conditions are ascertained. Second, we propose the wording of a contract specification calling for root pruning of conifers at a minimum of two-year intervals, provided the nursery trade will agree that this is just and practical. Third, we will impress upon our personnel that substitutions of larger sizes than those specified in the contract will be permitted only where prior justification has been submitted and approval obtained.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Forrest Cooper
M. H. Astrup
R. L. Porter

[illegible]
[illegible] 10/20/61

[illegible]
February [illegible]

[illegible] Interchange-[illegible] Interchange
Roadside Improvement
Contract #[illegible], Prefix [illegible]
FAI [illegible] (42) 216

A. D. Walker
Division Engineer

[illegible]

The final inspection of the subject project was made February 20, and the items of work required to be done by the contractor prior to acceptance of the contract were completed satisfactorily February 23.

Item 4 of the contract "Furnishing and Planting Vines, Bearberry" is not to be completed until the Fall season of 1961 as specified in the Special Provisions of the contract. Item 5 "Furnishing and Planting Vines, English Ivy" has been completed with the exception of areas which have been subjected to washouts from heavy rains, and require replanting. The replanting work cannot be completed until Fall after the eroded slopes have been repaired by others.

It is recommended that the State assume the responsibility of maintenance for all areas completed and accepted as of February 23, 1961.

Mark H Astrup
Mark H. Astrup
State Parks Superintendent

[illegible] Foster
[illegible] Edwards
[illegible]

NOTED
T. A. MEOLA

RECEIVED
JAN 26 1962
FOR FILING

5808

January 26, 1962

American Surety Co.,
600 Yeon Bldg.,
Portland 4
Oregon

Gentlemen:

State Highway contract #5808 for roadside improvement on the Santiam Interchange-Halsey Interchange Section of Pacific Highway in Linn County was completed by the contractor, Solomon Aichele, on December 8, 1961, and was formally accepted by the Highway Commission on January 19, 1962.

Final payment in the amount of $1,100.76 will be released to the contractor on or after February 2, 1962. The total contract amount is $37,734.06, of which amount $1,042.06 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Mr. Solomon Aichele
11360 SE Stevens
Portland 66
Oregon

RECEIVED
DEC 20 1961
FOR FILING

I-5-4(42)

5414

December 18, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on December 8, 1961, on Contract No. 5808, Santiam Interchange-Halsey Interchange Section, in Linn County, in connection with Federal Aid Project No. I-5-4(42)216.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

cc: H. S. Cox

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Dec. 16, 1961

Section Santiam Interchange-Halsey Interchange

Kind of work Roadside Improvement

Highway Pacific County Linn

Section prefix 622-1006

Contractor Solomon Aichele

Contract number 5808

Date of contract Nov. 3, 1960

Specified work days 130

Date work started Nov. 28, 1960

Work days used 58

Project authorization $ 51,649.21

Exclusive of engineering $ 47,976.21

Per cent of time elapsed 45 %

Estimated cost of completed project, exclusive of engineering $ 44,800

Estimated per cent overrun or underrun - 6.6 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 3,672.82

Engineering cost to date $ 3,500, 95 %

Date project was completed Dec. 8, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

No work by contractor.

Messrs Aichele, Hoover, & Meola went over job on Tues, Dec. 12, 1961, and made final inspection.

Office man worked two days on semi-final estimate.

Semi-final estimate submitted to division office Fri., Dec. 15.

PROJECT COMPLETED

FINAL REPORT

NOTED

CONSTRUCTION DIVISION
RECEIVED
DEC 18 1961
NOTED

Signed

Address Box 324, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

Roadside	GRADING Improvement	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	17.44				
Miles partially completed					
Miles completed	17.44				
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	fair		
Tuesday	cldy		
Wednesday	shrs		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
SEP 6 1961
FOR FILING
5464

September 5, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Extra Work Order No. 2
Santiam Interchange-Halsey Interchange
Project No. I-5-4(42)216

Reference is made to your letter of August 28, 1961, requesting additional information on the subject Order for Extra Work:

1. Contract No. 5808 was awarded November 3 and the contractor started work November 8, 1960. At that time it was expected the bearberry plants would be ready for spring planting in 1961. Growth of the plants was slow and they were not ready as expected.

2. The contract provides for 41,800 bearberry plants. The plants were not available from commercial sources in this quantity.

3. During the months of December, 1960, and January, 1961, the contractor was preparing the planting areas and placing sawdust in order to be ready for the plants. The Resident Engineer's weekly construction report for the week ending February 25, 1961, states that the plants were not "available" and planting would necessarily be deferred until fall.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N. E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: August 28, 1961

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

CGPolk

SUBJECT: Extra Work Order #2 on FA Project I-5-4(42)216, Santiam-Halsey Interchange

Reference is made to Extra Work Order #2 on FA Project I-5-4(42)216, Santiam Halsey Interchange, submitted with your letter of August 23.

Before approving the Extra Work, we would like to have the following information:

[illegible]

1. What steps were taken during the preparation of the PS & E to determine whether or not the plants would by available from the State Nursery.
2. Since they were not available when needed, it is not apparent why the State could not have secured them from a commercial source.
3. It would appear that the contractor's operations could have been adjusted so that the conditions outlined in your letter would not have occurred.

We are holding the Order pending your reply.

5. [illegible]

NOTED
[illegible] L PORTER

RECEIVED
AUG 29 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 7 1961
FOR FILING
2107

477 Cottage Street, N.E.
Salem, Oregon
September 5, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Oregon Project I-5-4(4)216, Roadside Improvement, Santiam Interchange-Halsey Interchange Section, Pacific Freeway

As you know, we have been concerned over the poor survival rate of the nursery stock planted on subject project last season.

Recently an inspection by a representative of this office revealed that maintenance forces had removed the dead plants and stored them at the Shedd stockpile site.

Upon examination, it was discovered that extensive damage had been done to the roots of the plants prior to planting, apparently during the time they were being prepared for shipment. Also, a substantial number appeared to be older than their size would indicate, due to past damage to tops.

It is difficult to understand how material furnished in this condition could have been allowed to be installed on the project if inspection procedures were adequate for quality control.

Please advise us what steps you intend to take to prevent recurrence of such a situation and assure adequate on the job inspection on this type of project.

RECEIVED
UG 23 1961
FOR FILING

August 23, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering the pulling and disposal of weeds on the Santiam Interchange-Halsey Interchange Section of the Pacific Highway in Linn County, Contract No. 5808, in connection with Federal Aid Project No. I-5-4(42)216.

Areas to be planted in Bearberry plants were prepared and sawdust mulched in accordance with the provisions of the contract. Bearberry plants were not available at that time and weeds have grown. It is considered the State's obligation to reimburse the contractor for removing them.

This work has been verbally recommended for approval by the B.P.R. Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enc.

DBP:bm

RECEIVED
MAR 9 1961
FOR FILING

I-5-4(42)216

5404

Salem, Oregon
March 8, 1961

Reduction of retained
percentage

Mr. C. H. Ma'ison
Auditor
OFFICE

This is to authorize the reduction of the retained percentage to 3% of contract amount on Contract 5806, Santiam Interchange-Halsey Interchange Section in Linn County, by approval of the Deputy State Highway Engineer.

R. L. Porter
Office Engineer

JA:bb

RECEIVED
JAN 16 1961

FOR FILING
I-5-4(42)216

5868

January 12, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Santiam Inter.-Halsey Inter. Section
Pacific Highway, Linn County
Project No. I-5-4(42)216

Dear Sir:

The Special Provisions of the above subject project provide that, at his option, the contractor may procure certain plants from State provided source. The contractor has so elected.

We are submitting herewith two copies of Order for State Force Work No. 1, Account No. 202, which covers furnishing the plants, for your information and files. This is in accordance with the request from your office.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

RECEIVED
DEC 21 1960
FOR FILING

1-5-4(42)216

5808

December 20, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Santiam Interchange-Halsey Interchange Section of the Pacific Highway in Linn County, Contract No. 5808, in connection with Federal Aid Project No. I-5-4(42)216.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
DEC 6 - 1960
FOR FILING
[illegible]
5808

December 6, 1960

Mr. Solomon Aichele
11360 SE Stevens
Portland
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5808, awarded November 3, 1960, for roadside improvement on the Santiam Interchange-Halsey Interchange Section of Pacific Highway in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

Encl.

RECEIVED
DEC 5 - 1960
FOR FILING

I-5-4 (42) 216
5808

December 5, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on November 28, 1960, on Contract No. 5808, Santiam Interchange-Halsey Interchange Section, in Linn County, in connection with Federal Aid Project No. I-5-4(42)216.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:er

[illegible] 5808 11-28-60

RECEIVED
[illegible] 29 1960
FOR FILING

Monthly Transaction No. 11-53	Form PR-2 (9-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
Project Report No. I-5-4(42)216 5808	**FEDERAL-AID PROJECT AGREEMENT**	County **Linn**
		Project No. **I-5-4(42)216**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
US 99 Santiam Hwy. Jct. S. 16.8 miles
(Santiam Hwy. Jct.-Halsey Jct. Section)

Project classification or class of work	Effective date of authorization	Approximate length (*Miles*)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	**10-10-60**	**17.4**
Other (*Specify*)		

FUNDS

Estimated total cost of project $ **50,501**	Federal funds $ **46,000**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By
~~Deputy~~ **State Highway Engineer**
(title)

By
(title)

By
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ **C. G. Polk**
Division Engineer

By: C. C. Pike
C. C. Pike
Acting Administrative Manager

Date executed by Division Engineer **November 28, 1960**

USComm-DC 40257

November 23, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Santiam Interchange-Halsey Interchange Section, Project No. I-5-4(42)216.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLC:sw

Enc.

November 16, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Santiam Interchange-Halsey Interchange Section, Project No. I-5-4(42)216.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:sw

Enc.

Federal Aid
Project No. I-5-4(42)216

Oregon State Highway Department

SANTIAM INTERCHANGE-HALSEY INTERCHANGE SECTION
OF THE PACIFIC HIGHWAY IN LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 16, 1960

Type Code Y005
Roadside Improvement (Sta. 1124+00 to Sta. 2045+00)(Contract No. 5808)

Furnishing and Placing Topsoil	2,700 cu.yds.	$ 3.25	$ 8,775.00
Furnishing and Planting Trees	1,600 only	4.20	6,720.00
Furnishing and Planting Shrubs	2,200 only	2.15	4,730.00
Furnishing and Planting Vines, Bearberry	41,800 only	0.26	10,868.00
Furnishing and Planting Vines, English Ivy	40,800 only	0.16	6,528.00
Furnishing and Planting Vines, Aaronsbeard St. Johnswort	2,025 only	0.17	344.25
Organic Fertilizer, 5-3-2	135 cwt.	5.00	675.00
Sawdust	540 units	13.00	7,020.00
			$45,660.25
Flagging (57½% of Contractor's Cost)	All Required		250.00
	Subtotal		$45,910.25
	10% Engr. & Cont.		4,590.75
	Total		$50,501.00

Length of Project - - - - - - - - - - - - - - - - 17.443 Miles
Cost of Project Per Mile- - - - - - - - - - - - - $2,895.20

Federal Funds -	$46,000.00
State Funds -	4,501.00
	$50,501.00

State Funds for Const.: Chap. 173, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939

State Funds for Maint.: Chap. 529, laws, 1939

Federal Aid
Project No. I-5-4(42)216

Oregon State Highway Department

SANTIAM INTERCHANGE-HALSEY INTERCHANGE SECTION OF THE PACIFIC HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 13, 1960

Type Code Y005
Roadside Improvement (Sta. 1124+00 to Sta. 2045+00)

Furnishing and Placing Topsoil	2,700 cu.yds.	$2.80	$ 7,560.00
Furnishing and Planting Trees	1,600 only	8.00	12,800.00
Furnishing and Planting Shrubs	2,200 only	3.50	7,700.00
Furnishing and Planting Vines, Bearberry	41,800 only	0.35	14,630.00
Furnishing and Planting Vines, English Ivy	40,800 only	0.30	12,240.00
Furnishing and Planting Vines, Aaronsbeard St. Johnswort	2,025 only	0.30	607.50
Organic Fertilizer, 5-3-2	135 cwt.	5.50	742.50
Sawdust	790 unit	13.50	10,665.00
			$66,945.00
Flagging (57½% of Contractor's Cost)	All Required		250.00
	Subtotal		$67,195.00
	10% Engr. & Cont.		6,719.00
	Total		$73,914.00

Length of Project - - - - - - - - 17.443 Miles
Cost of Project Per Mile- - - - - $4,237.45

Federal Funds -	$68,000.00
State Funds -	5,914.00
	$73,914.00

Oregon State Highway Department

Federal Aid
Project No. I-5-4(42)216

SANTIAM INTERCHANGE-HALSEY INTERCHANGE SECTION
OF THE PACIFIC HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 26, 1960

Type Code Y005
Roadside Improvement (Sta. 1124+00 to Sta. 2045+00)

Furnishing and Placing Topsoil	2,700 cu.yds.	$2.80	$ 7,560.00
Furnishing and Planting Trees	1,600 only	8.00	12,800.00
Furnishing and Planting Shrubs	2,200 only	3.50	7,700.00
Furnishing and Planting Vines, Bearberry	41,800 only	0.35	14,630.00
Furnishing and Planting Vines, English Ivy	40,800 only	0.30	12,240.00
Furnishing and Planting Vines, Aaronsbeard St. Johnswort	2,025 only	0.30	607.50
Organic Fertilizer, 5-3-2	135 cwt.	5.50	742.50
Sawdust	540 unit	13.50	7,290.00
			$63,570.00
Flagging (57½% of Contractor's Cost)	All Required		250.00
	Subtotal		$63,820.00
	10% Engr. & Cont.		6,382.00
	Total		$70,202.00

Length of Project - - - - - 17.443 Miles
Cost of Project Per Mile- - $4,024.65

Federal Funds -	$64,000.00
State Funds -	6,202.00
	$70,202.00

N

408 State Highway Building
Salem, Oregon

November 3, 1960

1-5-4(42)216

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

5808

C. G. Polk, Division Engineer
08-35.4 Salem, Oregon

Oregon Project I-5-4(42)216

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5808 for Oregon Project I-5-4(42)216, Santiam Interchange-Halsey Interchange, Pacific Highway (Roadside Improvement), to Solomon Aichele of Portland, Oregon, low bidder in the amount of $45,660.25 at the November 1, 1960 bid opening.

Porter

NOTED

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I-5-4(42)216

November 3, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for the Santiam Interchange-Halsey Interchange Section, Project No. I-5-4(42)216.

All rights of entry required for this contract are acquired. All rights of access to or from abutting properties are eigher (1) denied by law, or (2) have been acquired, or (3) are being acquired in condemnation proceedings which have been commenced and which will be prosecuted to completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

JWN:sw

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1-5-4(42)216
5919

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

October 10, 1960

I-5-4(42)216 C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

Oregon Project I-5-4(42)216

We have today approved the P. S. and E. documents for Oregon Project I-5-4(42)216, Santiam Interchange-Halsey Interchange Section, Pacific Highway, Linn County (Roadside Improvement).

This is to authorize your advertising for bids.

NOTED

Porter

135-1025 Service Cr.-Richmond Rd. Sec.
Service Cr.-Mitchell Hwy.
#5809 Grading & Surfacing. 1960

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NOTED
W. C. WILLIAMS

September 30, 1961

FINAL COST ANALYSIS

Service Creek-Richmond Road
Contract No. 5809

Sub-Contractor: Jed Wilson & Son
Engineer in Charge: W.H. Hall

Service Creek-Mitchell Hwy.
Wheeler County

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-0 Leveling Mat'l	13,380.17	Ton	1.15	1.04	13,980.62	15,387.20
1/2"-1/4" Mat'l in Stockpile	600	Cu. Yd.	1.15	1.19	715.04	690.00
Maintenance	2,564.35	Cu. Yd.	2.25	2.06	5,273.98	5,769.79
					$19,969.65	$21,846.99

Gross Revenue	$ 21,846.99
Total Cost	19,969.65
Net Profit	$ 1,877.34

Net Profit equals 8.59% of Gross Revenue

DETAIL OF COST - Contract No. 5809

Labor:		
Labor (All)	$ 6,017.45	
Insurance, Welfare and Pension	813.56	$ 6,831.01
Equipment Rental and Miscellaneous Expense:		
Equipment Rental, Owned	6,111.81	
Equipment Rental, Hired	666.98	
Equipment Rental, Hired with Operator	1,167.02	
Gas and Oil	1,940.37	
Bond and Interest	1,513.82	
Home Office and General Overhead	349.71	
Insurance and P.U.C.	242.74	
Move In	950.39	
Small Tools and Miscellaneous Supplies	195.80	13,138.64
TOTAL COST		$ 19,969.65

Remarks - Contract No. 5809

"Jed" W. Wilson & Son was subcontractor for the crushing of surfacing materials on the Service Creek-Richmond Road Section of the Service Creek-Mitchell Highway.

Subcontractor Wilson moved in the crushing plant and began crushing operations April 24, 1961 and completed production May 20, 1961.

The plant operated in the designated pit which is very good and, except for one breakdown lasting 1-1/2 days, production was good and a profit of 8.59% was enjoyed by the contractor.

M.N. Juve
Chief Cost Analyst

By
Arthur Bollinger
Ass't Cost Analyst

Remarks - Contract No. 5809

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The plant operated in the designated pit which is very good and, except for one breakdown lasting 1-1/2 days, production was good and a profit of 8.59% was enjoyed by the contractor.

M.N. Juve
Chief Cost Analyst

By
Arthur Bollinger
Ass't Cost Analyst

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W. C. Williams

W. C. WILLIAMS

Service Creek-Richmond Road
Service Creek-Mitchell
Contract No. 5809

FINAL COST ANALYSIS
Grading and Surfacing
Contractor: Stanely Wilt
Construction Engineer: Walter Hall

August 7, 1961

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Move In and Out	All	Lump	3,000.00	5,694.43	5,694.43	3,000.00
Tractor & Dozer 155 MP	1,316.50	Hour	17.00	17.57	23,135.84	22,380.50
Tractor-Dozer-Ripper	581.50	Hour	22.00	18.80	10,933.82	12,793.00
Tractor-Grid Roller	222	Hour	12.50	14.05	3,118.07	2,775.00
Tractor-Loader	220	Hour	10.50	12.39	2,726.60	2,310.00
Air Compressor	397	Hour	5.00	3.86	1,534.16	1,985.00
Jackhammers	695	Hour	2.00	5.95	4,136.49	1,390.00
General Labor	818.50	Hour	3.30	4.65	3,802.50	2,701.05
Powderman	100.50	Hour	3.75	5.05	507.18	376.88
Explosives	9,950.	Lb.	0.24	0.34	3,410.81	2,388.00
3/4"-0 Leveling Mat'l	13,380.17	Cu.Yd.	1.16	1.64	21,945.51	15,521.00
1/2"-1/4" in Stockpile	600	Cu.Yd.	1.35	1.15	690.00	810.00
Oil Rock for Maint.	2,564.35	Cu.Yd.	2.25	2.25	5,769.79	5,769.79
Haul Crushed Mat'l	1,500	Yd.Mi.	0.15	0.13	195.29	225.00
					$87,600.49	$74,425.22

Total Cost	$ 87,600.49
Revenue	74,425.22
Net Loss	$ 13,175.27

Net Loss equals 17.7% of Gross Revenue

DETAIL OF COST - Contract No. 5809

Labor:		
Labor (All)	$ 22,242.86	
Tax - Insurance	1,739.86	
Welfare - Pension	541.40	$ 24,524.12
Material:		
Explosives	2,967/14	
Drill Steel	200.00	3,167.14
Equipment Rental & Miscellaneous Supplies:		
Equipment Rental, Owned	21,705.84	
Equipment Rental, Hired	2,132.34	
Gas - Oil	4,382.37	
P.L. and P.D. Insurance	1,058.14	
P.U.C. - License	207.30	
Pickup and Auto Expense	1,665.26	
General Overhead	4,182.37	
Miscellaneous	794.15	36,127.77
Hired and Hauling	1,934.47	
Subcontractor - Wilson	21,846.99	23,781.46
	TOTAL COST	$87,600.49

Remarks - Contract No. 5809

This was a "State Project" for grading and surfacing 5.1 miles of roadway on the Service Creek-Mitchell Highway, beginning at the intersection of said highway and the John Day Highway and extending southerly to the intersection of the Richmond Road and Service Creek-Mitchell Highway.

This project was an hour contract for operated equipment and labor, with clearing, drainage, blading, coarse base laying, and oiling performed by State forces.

Walter Hall, Maintenance Foreman, was project engineer and did a very good job in arranging work phases in order to get the optimum from each piece of equipment, his management and resulting product was excellent.

The contractor moved in and began operations November 30, 1960. The grading work was completed April 1, 1961. Subcontractor Wilson moved a crusher in and started production April 24, 1961, The four 6-yard dumpsters used by contractor were unable to keep up with the crusher, consequently, three 10-yard dumps were hired until the haul was cut low enough to enable his slower dumpsters to handle the job. Crushing and placing of materials was completed May 20, 1961.

The oiling by State forces was completed June 5, 1961.

The contractor suffered a loss of 17.7% on his gross revenue. On one item he bid the equipment without provision for operators' wage. The other items seem to have inadequate margin to support the necessary overhead and wage additives. The largest loss was sustained on crushed material for which he had to pay his bid price and still haul and place himself.

M.N. Juve
Chief Cost Analyst

By

Arthur Bollinger

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AUG 2 1961
FOR FILING

5809

August 2, 1961

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract #5809 for grading-surfacing the Service Creek-Richmond Road Section of the Service Creek-Mitchell Secondary Highway in Wheeler County was completed by the contractor, Stanley Wilt, on May 18, 1961, and was formally accepted by the Highway Commission on June 9, 1961.

Final payment in the amount of $2,154.19 will be released to the contractor on or after August 9, 1961. The total contract amount is $74,425.22, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Jack F. Porter, Resident Agent
137 South 2nd
Corvallis, Oregon

cc: Mr. Stanley Wilt
P. O. Box 199
Corvallis
Oregon

RECEIVED
JUN 30 1961
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5809

Salem, Oregon
June 29, 1961

Increase in Project Authorization
Service Creek-Richmond Road Sec.
Wheeler County, Contract No. 5809

Mr. Dean Swift
Division Engineer

This is to advise you that at its meeting on June 27, 1961, the State Highway Commission approved an increase of $21,876.15 in project authorization for the subject project.

The new total authorization is $134,516.78. This amount should be used in all future reports for this project.

R. L. Porter
Office Engineer

DBP:lt

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JUL 20 1961
FOR FILING

SECRETARY ✓

5809

FORM E-128-X

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

AGENDA
JUN 27 1961
4e-2

June 22, 1961

Oregon State Highway Commission

Gentlemen:

An overrun of the original project authorization for Contract No. 5809, the Service Creek-Richmond Road grading and surfacing project on the Service Creek-Mitchell Highway in Wheeler County, is anticipated. On September 29, 1960, the Highway Commission authorized expenditures of $135,000 for this project. After receiving bids and based on contract prices and anticipated items, the contract authorization became $112,640.63. The present estimate of cost is $134,516.78, which indicates an overrun of $21,876.15 or 19.42 per cent. The cost of the project is almost identical with the amount authorized by the Commission.

This project was extended slightly to eliminate some bad alignment on the south end. The surfacing and oiling work done by State forces cost more than had been anticipated, thus causing the overrun.

The request for an additional project authorization will be presented to you at the June 27 meeting and I recommend your approval.

Very truly yours,

W. C. Williams
State Highway Engineer

NOTED
FLOYD QUERY

E. R.

FORM E-30 50M 3-61 34907

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 20, 1961

SUBJECT: Overrun of Project Authorization
Service Creek-Richmond Road Sec.
Service Creek-Mitchell Highway
Contract No. 5809

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

Attached is a Report on Expected Overrun of Project Authorization on this project. The original project authorization was $112,640.63. The present anticipated cost is $134,516.78, indicating an overrun of $21,876.15 or 19.42 per cent.

The contract was set up essentially as an "Equipment Rental" project with the 0-31 oil mat surfacing to be placed by State forces. The contract, even though extended slightly on the south end, underran some $3,000. An overrun of over $29,000 in the work done by State forces is the cause of the Project Authorization overrun. This overrun, which is slightly over 100 per cent, was caused by an inaccurate estimate of the work to be done by State forces.

This is a State project, with no Federal-Aid funds involved.

Your approval of this added project authorization is requested. If you concur, the Highway Commission should be requested to approve the added funds.

A rough draft of a letter to the Commission is attached for your consideration.

Tom Edwards
Construction Engineer

By C H Baker
C. H. Baker
Ass't. Field Construction Engineer

RECEIVED
JUN 21 1961
OFFICE OF
STATE HIGHWAY ENGINEER

CHB:fp

Enc.

Sept 29 1960 - # 135,000

Form No. E-373—10M—7-53

OREGON STATE HIGHWAY DEPARTM

Report on Expected Over-run of Project Authorization

Project Name SERVICE CREEK - RICHMOND ROAD SECTION
Date June 12, 1961

Highway Service Creek - Mitchell
Contract No. 5809

County Wheeler
Kind of Work Grade and Surface
Contractor Stanley Wilt

Contract Amount $71,525.00

Expected over-runs and under-runs in contract items: Quantity Unit Price Amount

Major items, itemized:

Minor items, unitemized algebraic total -$ 3,094.57

Subtotal $68,430.43

Approved work orders (Price, extra work and state force orders) $34,282.50

Expected over-runs and under-runs in work orders:

	Amount
Major items, itemized: SFO # 1, 0-31 Oil Mat	$ 3,064.63
SFO # 2, Clearing and Fencing	5,322.16
SFO # 3, Inst. Culvert Pipes	4,099.27
SFO # 4, Wider Roadbed	734.94
SFO # 5, Base Surfaceing	7,423.36
SFO # 6, Sprinkling	7,743.51
Minor items, unitemized algebraic total	770.01

Subtotal $131,870.81

Authorization for engineering $8,010.00

Expected over-run or under-run of engineering authorization $486.76

Costs not included above (explain) $

Allowance for future contingencies (——% of work remaining) $

Credits to come from transfers and deductions $5,850.79

Present estimate of project cost $134,516.78

Brief Statement of principal causes of over-run:

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $112,640.63
Present estimate of project cost $134,516.78
Expected over-run (Amount) $21,876.15
Expected over-run (per cent) 19.42%

Space to right of this line is for use of Salem office.

Submitted by: ______ Resident Engineer

ORIGINAL APPROVED BY DEAN SMITH

Confirmed by: ______ Division Engineer

Noted by: L. N. Young Construction or Bridge Engineer

Noted by: ______ Deputy or Assistant State Highway Engineer

State Printing 80710

135-1025
Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June-4, 1961

Section Mitchell-Service Crk-Richmond

Kind of work Widen, Surface, Grade, + Oil

Highway 207

County Wheeler

Section prefix 135-1025-220, 221, 231, 241, 246, 249, 5809

Contractor Stanley Wilt

Contract number 5809

Date of contract Nov-3, 1960

Specified work days 75

Date work started Nov-30, 1960

Work days used 66

Project authorization $112,640.63

Exclusive of engineering $104,630.63

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $104,630.63

Estimated per cent overrun or underrun Over-17 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $8010.00

Engineering cost to date $7153.51, %

Date project was completed 5-26, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100		100		100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Monday-5-29-61- Started to Moved Equip from job to Salem & Bend Shops,
Tuesday-5-30-61- Holiday Taken.
Wednesday 5-31-61. Moved more equip from job.
Thursday-6-1-61. Moved equip
Friday-6-2-61. Moved rest of equipment and. Job is Completed.

CONSTRUCTION DIVISION
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NOTED--

Signed Walter L. Hale

Address Redmond Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6	6		6	6
Miles partially completed					
Miles completed	All	Completed			
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	1				

Men 1

Supervision 1

Men and trucks under 3 tons 2

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Clear & Warm		
Tuesday		None	
Wednesday			
Thursday			
Friday	Rain		
Saturday			

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FOR FILING

135-1025
5809

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

December 12, 1960

Mr. Stanley Wilt
P. O. Box 199
Corvallis
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> **Contract #5809, awarded November 3, 1960, for grading-surfacing the Service Creek-Richmond Road Section on the Service Creek-Mitchell Secondary Highway in Wheeler County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

Encl.

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September 29, 1960

Oregon State Highway Commission

Gentlemen:

We have had many requests for improvement of the Service Creek-Mitchell Secondary Highway. We have made studies of this improvement, both on our Roads Study and by aerial reconnaissance methods.

Improvement to modern standards for the 24.9 miles would require an expenditure of approximately $3,790,000. The average traffic per day during 1959 was 70 cars daily on the John Day Highway, 50 cars daily near the midpoint, and 90 cars daily at the city limits of Mitchell. Obviously, the expenditure for complete improvement is not justified for this low traffic volume.

In order that some relief may be given to this area, I recommend to the Commission that an improvement of the type made on the Ochoco Lake Road be undertaken on the Donnelly Grade Section of this highway. This is the northerly portion between the John Day Highway and the junction of the county road to Richmond. The proposed improvement would consist of an equipment-rental type contract to widen the grade and make minor line improvements. The grade will be blanketed with the best native materials available and will be covered with four inches of material which will be given a light oil treatment. It is believed appropriate to secure some right of way, since this was a road taken over from Wheeler County many years ago with the records not indicating any formal right-of-way acquisition. In some areas, minor line revisions should be made. It is anticipated that the right of way will be very reasonable.

The total anticipated cost of this improvement will be $135,000. I recommend that the Commission approve this project.

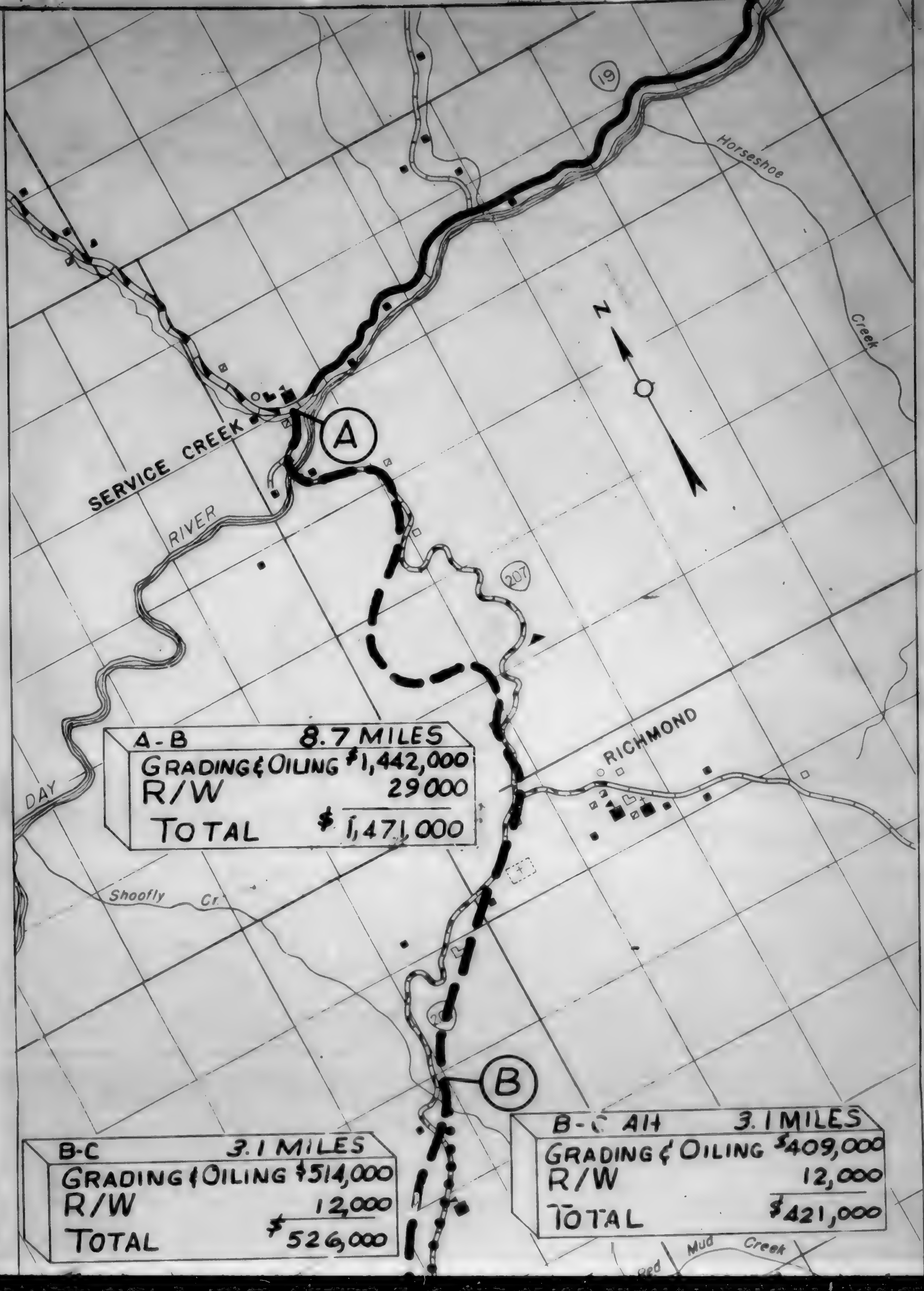
Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Tom Edwards

TE:jw fn

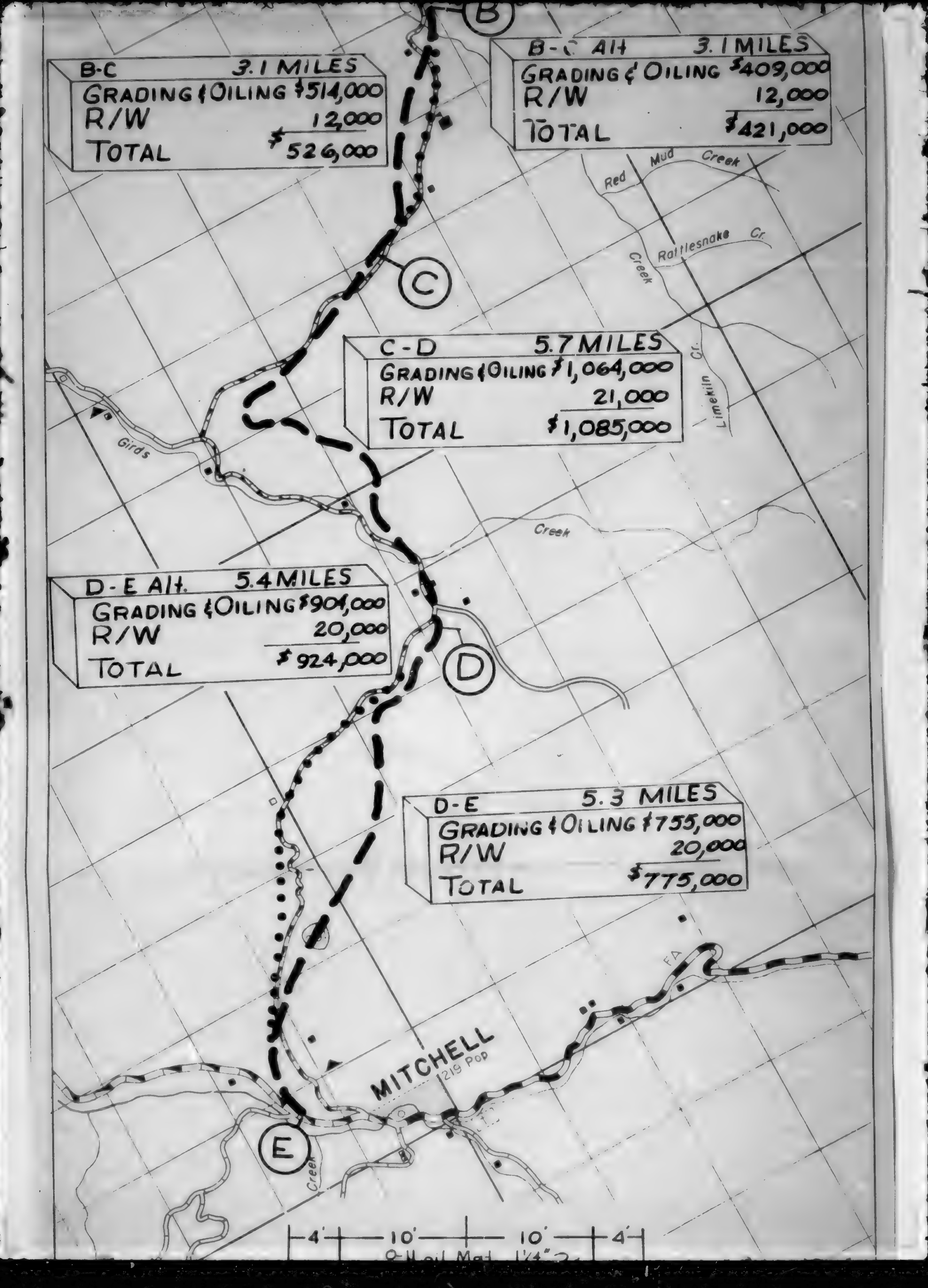
R109


19
Horseshoe
Creek
N
A
SERVICE CREEK
RIVER
207
RICHMOND
DAY
Shoofly Cr.
20
B
Red Mud Creek

A-B	8.7 MILES
GRADING & OILING	$1,442,000
R/W	29000
TOTAL	$1,471,000

B-C	3.1 MILES
GRADING & OILING	$514,000
R/W	12,000
TOTAL	$526,000

B-C Alt	3.1 MILES
GRADING & OILING	$409,000
R/W	12,000
TOTAL	$421,000



B
C
D
E
Red Mud Creek
Rattlesnake Cr.
Creek
Limekiln Cr.
Girds
Creek
MITCHELL
219 Pop
FA
Creek
4'
10'
10'
4'
Oil Mat 1¼"

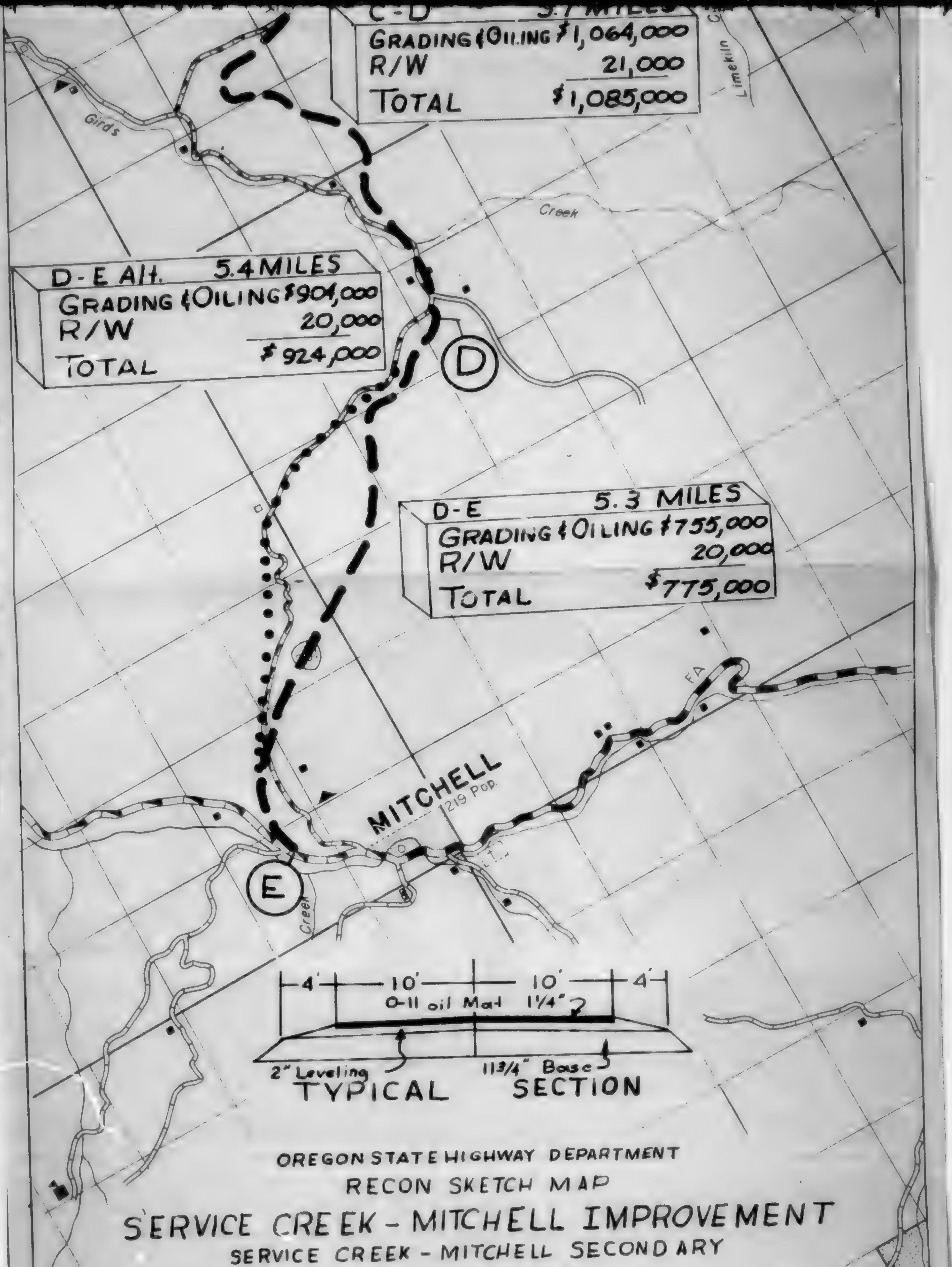
B-C	3.1 MILES
GRADING & OILING	$514,000
R/W	12,000
TOTAL	$526,000

B-C Alt	3.1 MILES
GRADING & OILING	$409,000
R/W	12,000
TOTAL	$421,000

C-D	5.7 MILES
GRADING & OILING	$1,064,000
R/W	21,000
TOTAL	$1,085,000

D-E Alt.	5.4 MILES
GRADING & OILING	$904,000
R/W	20,000
TOTAL	$924,000

D-E	5.3 MILES
GRADING & OILING	$755,000
R/W	20,000
TOTAL	$775,000


C-D 5.7 MILES
GRADING & OILING $1,064,000
R/W 21,000
TOTAL $1,085,000
Limekiln
Girds
Creek
D-E Alt. 5.4 MILES
GRADING & OILING $901,000
R/W 20,000
TOTAL $924,000
D
D-E 5.3 MILES
GRADING & OILING $755,000
R/W 20,000
TOTAL $775,000
FA
MITCHELL
219 Pop.
E
Creek
4'
10'
10'
4'
O-11 oil Mat 1 1/4"
2" Leveling
11 3/4" Base
TYPICAL SECTION

OREGON STATE HIGHWAY DEPARTMENT

RECON SKETCH MAP

SERVICE CREEK - MITCHELL IMPROVEMENT

SERVICE CREEK - MITCHELL SECONDARY

WHEELER COUNTY

SCALE 1" = 1 MILE

MAY 1959

FORM E-30 50M 2-60 26118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 28, 1960

SUBJECT: Proposed improvement
John Day Highway-
Richmond Road Section
Service Creek-Mitchell
Secondary

To: Mr. Forrest Cooper
Deputy State Highway Engineer
BUILDING

I attach hereto an estimate for a proposed improvement of the John Day Highway-Richmond Road Section of the Service Creek-Mitchell Secondary.

Grading will be confined to the section between the John Day River and Richmond Road and will consist of an equipment-rental type operation similar to the Owyhee Lake Road project. Surfacing will be on a bid per ton basis for the base material on the road with oiling and road mixing to be done by State forces. The proposed section will be approximately 26 feet shoulder to shoulder with 20 feet of oil surface, the surfacing consisting of 4 inches of 3/4"-0 materials processed in two 2-inch lifts using a strong solution (20 - 30 per cent) of emulsion in a mix resembling a road mix operation with the final 2-inch lift to be covered with an 0-31✓ oil mat.
or 0-30

I have prepared and attach a rough draft of a letter to the Commission which you may or may not wish to change.

Copies of the estimate and proposed schedule of operations are attached.

Tom Edwards
Construction Engineer

TE:jw

Attach.

JOHN DAY HIGHWAY-RICHMOND ROAD SECTION
SERVICE CREEK-MITCHELL HIGHWAY
ESTIMATE OF COST

CONTRACT ITEMS:

Move In and Move Out			Lump Sum	$ 7,500
Tractor and Dozer (3) (155 DBHP)	1,500 Hrs.	at	$15.00	22,500
Tractor and Dozer w/Ripper (155 DBHP)	500 Hrs.	at	20.00	10,000
Tractor and Dozer w/Loader (75 DBHP)	500 Hrs.	at	12.00	6,000
Air Compressor (210 Cu. Ft.)	500 Hrs.	at	6.00	3,000
Jack Hammers (2 at 65 Lbs.)	1,000 Hrs.	at	6.00	6,000
Labor (2) Powder Man (1)	500 Hrs.	at	12.00	6,000
3/4"-0 Materials in Base	14,000 Tons	at	2.50	35,000
Oiling Aggregates in Stockpile	750 Cu. Yd.	at	2.00	1,500
Explosives	10,000 Lbs.	at	.25	2,500
SUBTOTAL - CONTRACT ITEMS				$100,000

STATE FORCE ITEMS:

Supervision				$ 2,000
Labor				5,000
Equipment Rental				2,000
Supplies - Pipe, etc.				3,500
Emulsified Asphalt	25,000 Gal.	at	$ 0.40	10,000
Lay 0-31 Oil Mat	6 Miles	at	1,000.00	6,000
SUBTOTAL - STATE FORCE ITEMS				$ 28,500
TOTAL - CONTRACT AND STATE FORCE ITEMS				$128,500
Contingent Items - Lump Sum				5,000
TOTAL PROJECT ITEMS				$133,500
Right of Way	6 Miles	at	250.00	1,500
				$135,000

September 28, 1960

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF M. K. McIVER
225 S. W. BROADWAY
PORTLAND 5, OREGON

RECEIVED
[illegible] 1960
FOR FILING

135-1025

[illegible]

NOTED
W. C. WILLIAMS

July 12, 1960

Mr. E. R. Fatland
Condon
Oregon

Dear Ernie:

Thank you for your letter of July 6th. It is always a pleasure to hear from you because you always have something worthwhile to say and do not take too long to say it.

The Service Creek and Mitchell road will receive the most earnest attention of the highway department and you can depend on it that when any money is available we will do what we can.

I am forwarding your letter on to Mr. Williams in Salem.

Yours very truly,

MKM:f

M. K. McIver
Chairman

cc: Mr. W. C. Williams
State Highway Engineer

E.R. Fatland
CONDON, OREGON

July 6, 1960

Mr. Milo McIver, Chairman
Oregon State Highway Commission
Salem, Oregon

Dear Milo;

I had fully intended to appear with the Fossil and Prineville delegation at your meeting in Salem, Friday, July 8th to support their contention for improvement on the road between Service Creek and Mitchell.

This road is of vital interest to the people of that district, but also has a great economic effect on Gilliam County as well.

The area served by this highway is primarily a stock country. All farmers there need grain to finish off their stock before selling.

Gilliam County is primarily a grain producing area. We have grain to sell and those people need to buy it. This is their market for grain.

The Service Creek to Mitchell road would be of a great deal of economic value to every stock man in the area as well as a great deal of benefit to the people of this area who wished to go to Bend, Klamath Falls, and California.

Improvement of this sections deserves the most careful consideration of the Commission.

Very truly yours,

Ernie

E. R. Fatland

ERF:ggb

RECEIVED
- 1960

FOR FILING

135-1025
5869

STATE HIGHWAY COMMISSION MEETING

Delegation W. H. Steiwer, Sr., Fossil, and others re improvement of the Service Creek-Mitchell Sec. Hwy.

Date July 8, 1960

Time 10:15 a.m.

Name	City or Town	Capacity
W. H. Steiwer, Spokesman	Fossil	Citizen, Taxpayer
Cecil Sly	Prineville	C of C, Isaac Walton League
Wm.B. Morse	"	Memorial Hospital at Prineville, C of C
Gus Hagglund	Redmond	Deschutes Farmers Co-op.
Elmer Jackson	Mitchell	Farmer representing Mitchell people
Ivan Chappell	Prineville	Mgr., C of C

MEETING FOURTH MONDAY
COUNTY COURT HOUSE

Prineville Chapter
Izaak Walton League of America
PRINEVILLE, OREGON

resubmitted by Steiner
deleg! 7-8

July 7, 1960

Chairman
Oregon State Highway Commission
Salem, Oregon

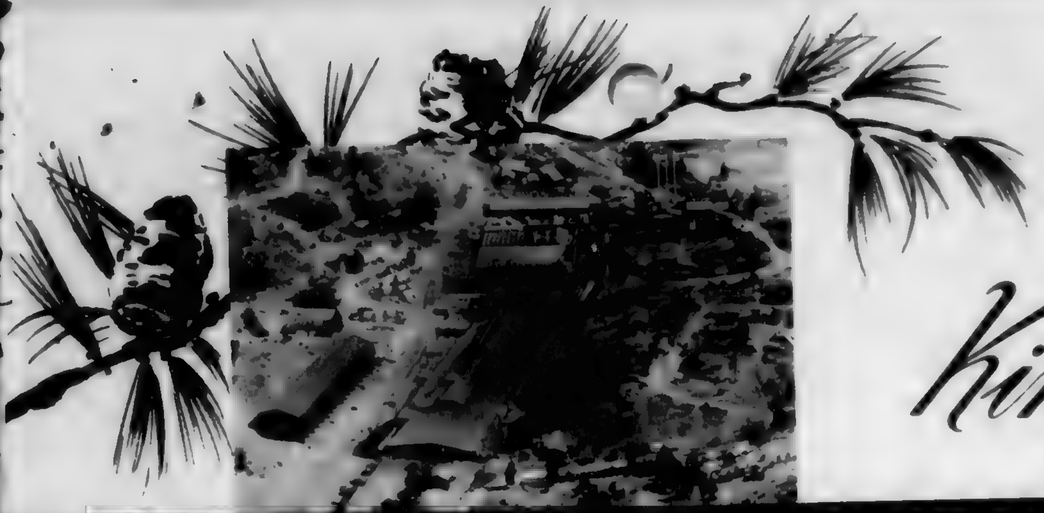
Dear Mr. Chairman:

Wheeler County is noted for its recreational facilities, especially for hunting and fishing. The John Day River is one of the outstanding fishing streams in the Central Oregon area. Each year the steelhead run has become more popular for Crook, Deschutes, and Jefferson County sportsmen, who travel over the Service Creeek Cutoff to reach the river. Improvement of the Service Creek Road would not only mean that many more people from the Central Oregon area would use this route, but that tourists from other states interested in fossils, rocks and camping, would travel this highway. At present, the road is not suitable for the heavy traffic that it should enjoy. It is really dangerous to travel during stormy weather. Members of the Crook County Chamber of Commerce, and the Prineville Chapter Izaak Walton League of America, ask that you consider improvement of this road.

Yours very truly,

Cecil M Sly

Cecil M. Sly, Chairman
Crook County Chamber of Commerce
Wildlife and Recreation Committee and
Secretary, Prineville IWLA



presented by Steiwer
deleg 7-8

Kinzua Corporation

Manufacturers of Kinzua Quality Soft Textured Ponderosa Pine • Kiln Dried

Kinzua, Oregon

July 7, 1960

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We are advised by Mr. W. H. Steiwer, Sr., of an appeal to be made on July 8, 1960, for improvement of the Donnelly Grade section of the highway between Service Creek and Mitchell.

We wish to support this request for improvement. We market sixty million feet of lumber each year through major wholesalers in the East. On their buying trips, it is customary for these wholesalers to drive up from Portland to Bend and Prineville. Upon calling from Prineville to ascertain the condition of the Service Creek-Mitchell road, many of the buyers pass up the trip into Kinzua. It would benefit our company to have the road kept in usable condition as a secondary highway.

Very truly yours,

KINZUA CORPORATION

Maurice M. Brown,
General Manager

RECEIVED
MAY 27 1960
FOR FILING

135-1085

5809

Cancelled
July meeting

~~AGENDA~~
~~JUN 2 1960~~
~~11:00~~ DEL.

May 26, 1960

Mr. W. H. Steiwer, Sr.
Steiwer Ranches
Fossil, Oregon

Dear Mr. Steiwer:

As requested in your letter of May 24, fifteen minutes of time has been allocated for your delegation to appear before the State Highway Commission at 11:00 a.m. on Friday, June 3, in Room 418 State Highway Building, Salem.

Your letter states that the group wishes to discuss improvement of the Service Creek-Mitchell Secondary Highway.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

cc: Mr. Ivan J. Chappell, Manager
Prineville Chamber of Commerce
Prineville, Oregon

Commissioners
W. C. Williams

11:00 1
D

STEIWER RANCHES
FOSSIL, OREGON

W. H. STEIWER, SR.
DOROTHY STEIWER

W. H. STEIWER, JR.
J. P. STEIWER

May 24, 1960

Mr. Floyd Query, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Query:

A delegation from Fossil, Prineville, Mitchell and Spray would like to appear before the Commission at it's June meeting in behalf of the Service Creek-Mitchell secondary highway.

I would appreciate if you would advise me at your early convenience the exact time, date and place we could be heard. I would also appreciate if you would send a copy of such advice to Mr. Ivan J. Chappell, Manager of the Prineville Chamber of Commerce.

Very truly yours,

W. H. Steiwer

W. H. Steiwer, Sr.

CC; Ivan J. Chappell

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MAY 26 1960
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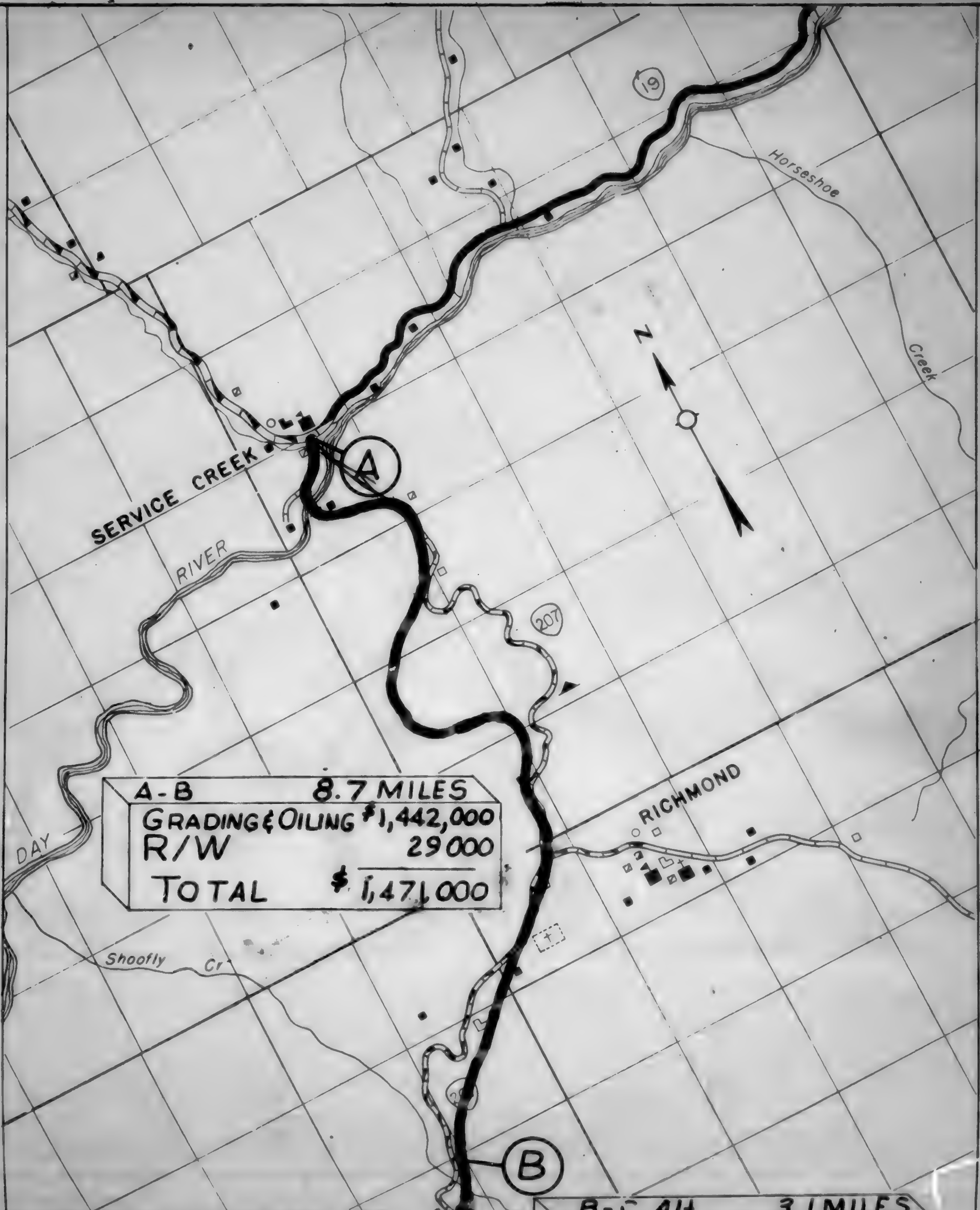
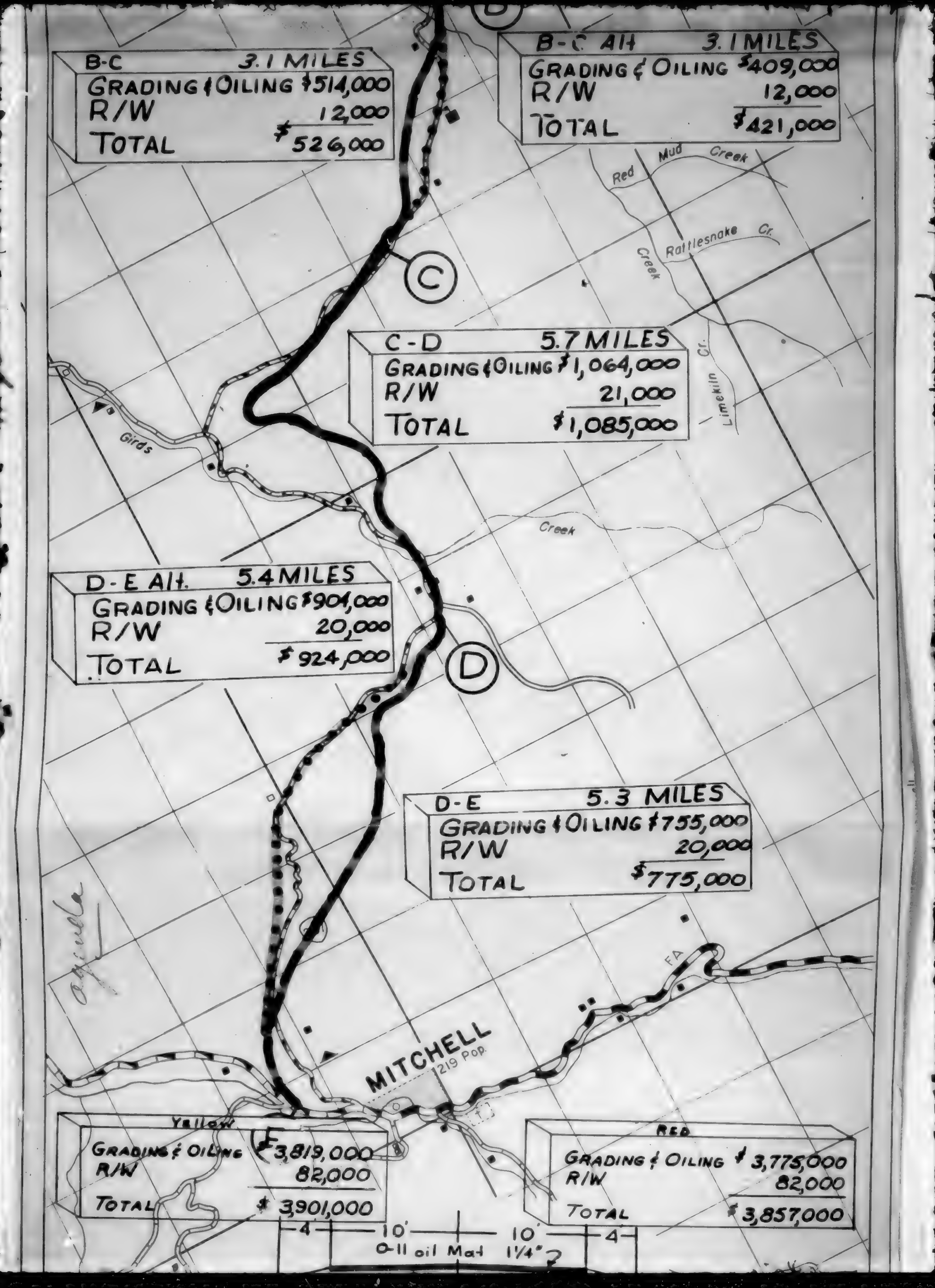
STATE HIGHWAY COMMISSION


19
Horseshoe
Creek
N
SERVICE CREEK
A
RIVER
207
RICHMOND
DAY
Shoofly Cr
B
Red Mud Creek

A-B	8.7 MILES
GRADING & OILING	$1,442,000
R/W	29000
TOTAL	$1,471,000

B-C	3.1 MILES
GRADING & OILING	$514,000
R/W	12,000
TOTAL	$526,000

B-C Alt	3.1 MILES
GRADING & OILING	$409,000
R/W	12,000
TOTAL	$421,000


B
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D
E
Red Mud Creek
Rattlesnake Cr.
Creek
Limekiln Cr.
Girds
Creek
FA
MITCHELL
1219 Pop.
Yellow
Red
-4- 10' 10' -4-
a-11 oil Mat 1 1/4"

B-C	3.1 MILES
GRADING & OILING	$514,000
R/W	12,000
TOTAL	$526,000

B-C Alt	3.1 MILES
GRADING & OILING	$409,000
R/W	12,000
TOTAL	$421,000

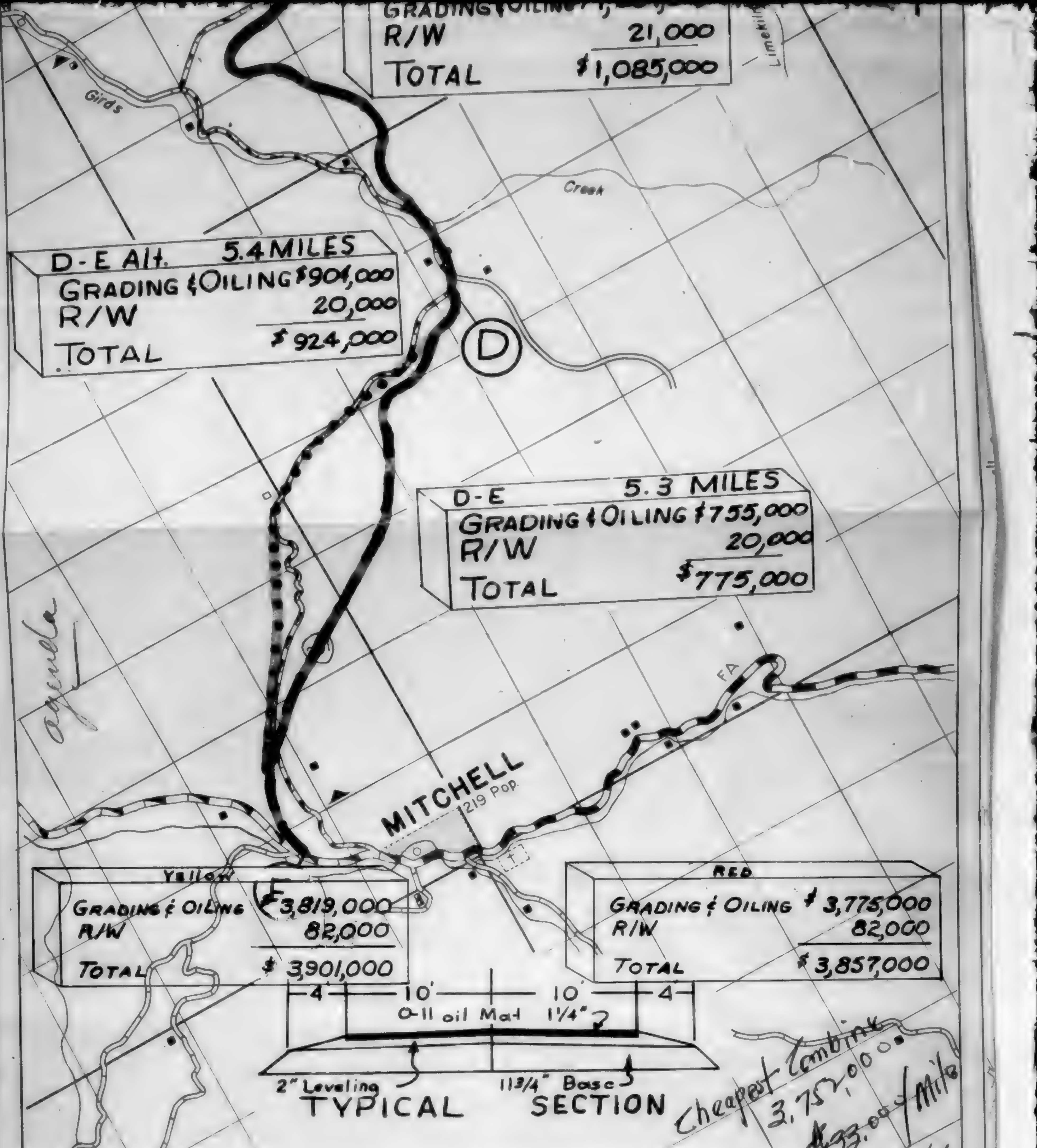
C-D	5.7 MILES
GRADING & OILING	$1,064,000
R/W	21,000
TOTAL	$1,085,000

D-E Alt.	5.4 MILES
GRADING & OILING	$904,000
R/W	20,000
TOTAL	$924,000

D-E	5.3 MILES
GRADING & OILING	$755,000
R/W	20,000
TOTAL	$775,000

Yellow	
GRADING & OILING	$3,819,000
R/W	82,000
TOTAL	$3,901,000

RED	
GRADING & OILING	$3,775,000
R/W	82,000
TOTAL	$3,857,000


GRADING & OILING
R/W 21,000
TOTAL $1,085,000
Limekiln
Girds
Creek
D-E Alt. 5.4 MILES
GRADING & OILING $904,000
R/W 20,000
TOTAL $924,000
D
D-E 5.3 MILES
GRADING & OILING $755,000
R/W 20,000
TOTAL $775,000
FA
MITCHELL
219 Pop.
Yellow
E
GRADING & OILING $3,819,000
R/W 82,000
TOTAL $3,901,000
RED
GRADING & OILING $3,775,000
R/W 82,000
TOTAL $3,857,000
4
10'
10'
4
0-11 oil Mat 1 1/4"
2" Leveling
11 3/4" Base
TYPICAL SECTION

agenda

Cheapest Combine
3.75~~2~~,000.
$33.000/Mile
22.8 Mi. @ 165,000/Mi.

OREGON STATE HIGHWAY DEPARTMENT

RECON SKETCH MAP

SERVICE CREEK - MITCHELL IMPROVEMENT

SERVICE CREEK - MITCHELL SECONDARY

WHEELER COUNTY

SCALE 1" = 1 MILE

MAY 1959

US-137(3) "Q" St.-Ferry St. Bridge Sec.
Coburg Road in Eugene.
#5810 1960

RECEIVED
[illegible]

FOR FILING
5810

January 30, 1962

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

A post-final payment in the amount of $32.16 will be made to Roy L. Houck Sons' Corp., on contract #5810 for grading-paving the "Q" St.-Ferry St. Bridge Section of the Coburg Road in Lane County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $67,910.97, including the post-final payment. Of the total, $1,277.71 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Roy L. Houck Sons' Corp.,
1585 20th Street NE
Salem
Oregon

RECEIVED
AUG 4 1961
FOR FILING

5810

Mr. Query

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. ACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 3, 1961

R. A. Heinz Construction Co.
211 N. E. Columbia Boulevard
Portland 11, Oregon

Re: Lillegren Claim
Contract Nos. 5810 and 5592

Dear Sirs:

I am sorry to say that we made an error in determining the contractor which may be involved in the above-mentioned claim. We would appreciate it very much if you would completely disregard our letter of August 1, with respect to the same.

I am sorry this error was made and hope that we have not caused you any inconvenience.

Very truly yours,

L. I. LINDAS
Chief Counsel

FCMcK:dc
cc: Tom Edwards
Floyd Query

Mr. Query

FORM E 123-X 50M 1 6

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 3, 1961

Mr. Roy L. Houck & Sons
1585 North 20th Street
Salem, Oregon

Re: Lillegren Claim
Contracts Nos. 5810 and 5592

Dear Sirs:

Please find enclosed herewith a copy of a letter from the law firm of Johnson, Johnson & Harrang with respect to the claim of their clients Mr. and Mrs. Lillegren.

It appears from our records that their property is in the vicinity of one of the above-numbered contracts and that this matter should be handled by your company.

Very truly yours,

L. I. LINDAS
Chief Counsel

FCMcK:dc
Encl.

cc: Tom Edwards
Floyd Query

FORM E 123-X 50M 1 61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 3, 1961

Mr. Arthur C. Johnson
Attorney at Law
65 East Broadway
Eugene, Oregon

Re: Lillegren Claim
Contracts Nos. 5810 and 5592

Dear Mr. Johnson:

This letter will confirm our telephone conversation of this date to the effect that the name of the contractor involved on projects near your clients' property is Roy L. Houck & Sons, 1585 N. 20th Street, Salem, Oregon.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
FRANK C. McKINNEY
Chief, Office Section

FCMcK:ks

cc: Tom Edwards
Floyd Query

JOHNSON, JOHNSON & HARRANG
ATTORNEYS AND COUNSELORS AT LAW
66 EAST BROADWAY
EUGENE, OREGON

H. V. JOHNSON
HAROLD V. JOHNSON
JAMES P. HARRANG
ARTHUR C. JOHNSON
MARVIN E. HANSEN

TELEPHONE
DIAMOND 3-2664

July 26, 1961

Legal & R/W Div.

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We represent Mr. and Mrs. E. A. Lillegren who reside on Garden Way in Lane County, Oregon. Their home lies between Eugene and Springfield, north of the Willamette River and a short distance east of the newly constructed Pacific Freeway. They own and maintain a holly orchard on their property, which is cut and marketed in the late Fall of each year. During the construction of the freeway, there was caused to be settled on their property a great deal of dust and dirt, much of which was essentially harmless. However, the dust and other dirt caused to settle on the holly covered all of its leaves and could not be washed or otherwise cleaned off.

As a result, virtually the entire 1961 crop (over 6,000 pounds of holly) was rendered worthless and unmarketable to the Lillegren's loss in the sum of $1,700.00. Therefore, we request that you consider this letter as a demand on behalf of the Lillegrens that they be compensated in the sum of $1,700.00 for that loss.

Sincerely,

Arthur C. Johnson

ACJ:pm

RECEIVED
JUL 13 1961
FOR FILING

5810

July 13, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 8, 1961, on Contract No. 5810, "Q" Street - Ferry Street Bridge Section, in Lane County, in connection with Federal Aid Project No. US-137(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bm

cc: Clarence G. Swanson

RECEIVED
MAY 2 1961
FOR FILING
US-137(3)
5810

408 State Highway Building
Salem, Oregon

May 1, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer By: D. M. Emrich
Acting Division Engineer
08-35.4-DA Salem, Oregon

Order for State Force Work #4
Seeding and Mulching - Oregon Project US-137(3)
"Q" Street-Ferry Street Bridge Section
Coburg Road, Lane County
Estimated amount of order - $400
Federal participation - $240

Reference is made to your letter dated April 21, 1961 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Foster

NOTED
FORREST COOPER

RECEIVED
APR 25 1961
FOR FILING

UG-137(3)
5810

April 21, 1961

Mr. C. O. Falk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 4, Account No. 224-238, covering seeding and mulching on the "Q" Street-Ferry Street Bridge Section of the Coburg Road in Lane County, Contract No. 5810, in connection with Federal Aid Project No. UG-137(3).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $400, with Federal participation of $243.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

BBP:lt
Enc.

RECEIVED
APR 24 1961
FOR FILING

US-137(3)
5810

April 21, 1961

Mr. C. G. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering revetment reconstruction on the "Q" Street-Ferry Street Bridge Section of the Coburg Road in Lane County, Contract No. 5810, in connection with Federal Aid Project No. US-137(3).

This work is necessary due to construction of the project and is included in the plans as "extra work". It has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt
Enc.

RECEIVED
APR 6 1961

FOR FILING

US-137(3)

5810

April 5, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering the State's share of flagging costs on the "Q" Street-Ferry Street Bridge Section of the Coburg Road in Lane County, Contract No. 5810, in connection with Federal Aid Project No. US-137(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

Encl.

RECEIVED
FEB 27 1961
FOR FILING

US-137(3)

5810

February 27, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the installation of catch inlets on the "Q" Street-Ferry Street Bridge Section of the Coburg Road in Lane County, Contract No. 5810, in connection with Federal Aid Project No. US-137(3).

Pipe for the three catch inlets to be constructed under this order were installed under the previous grading project. The inlets are necessary for proper and adequate drainage of the median.

There is no contract item for the inlets. Due to some uncertain factors in the work the contractor wishes to do it by force account.

The order has been verbally approved by the BPR District Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

Contract 5810 2-21-61 T

RECEIVED
MAR 2 1961
..2-88
FOR FILING

Monthly Transaction No.	For R-2 (9- 7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate **Oregon**
Project Report No. US-137(3)	**FEDERAL-AID PROJECT AGREEMENT**	County **Lane**
		Project No. **US-137(3)**

5810 The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Co. Rd. "Q" St. to Ferry St.
("Q" St.-Ferry St. Interchange)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	10-10-60	0.4
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 71,905	Federal funds $ 45,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

State Highway Engineer
(title)

By

(title)

By

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ C. G. Polk
Division Engineer

By:
R. C. Wright
Administrative Manager

Date executed by Division Engineer February 21, 1961

FORM CD-121
(9-22-59)

UNITED STATES [illegible]VERNMENT

Memorandum

U.S. [illegible]ARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: February 16, 1961

By: DM Emrich
D. M. Emrich
Acting Division Engineer

FROM : C. G. Folk, Division Engineer
08-35.5 Salem, Oregon

SUBJECT: Proposed Project Agreement

Attached are two copies of a proposed project agreement and one copy of approved detail estimate for the following project:

US-137(3) "Q" St.-Ferry St. Interchange

If the project agreement is satisfactory, it should be signed and returned to this office.

Attachment

[illegible]

RECEIVED
FEB 16 1961
OFFICE OF
STATE HIGHWAY ENGINEER

February 7, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the "Q" Street-Ferry Street Bridge Section, Project No. US-137(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RMC:bb

Oregon State Highway Department

Federal Aid
Project No. US-137(3)

"Q" STREET-FERRY STREET BRIDGE SECTION (EUGENE)
OF THE COBURG ROAD IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 7, 1961

Type Code 6201
Roadway (Sta. 35+44.04 to Sta. 55+50.04)(Contract No. 5810)

Clearing and Grubbing	All	Required	$	$ 2,000.00
Drainage Excavation, Unclassified	240	cu.yd.	2.00	480.00
Structural Excavation, Unclassified	230	cu.yd.	3.00	690.00
General Excavation, Unclassified	12,000	cu.yd.	0.50	6,000.00
Finishing Roadbed and Slopes	0.58	mile	500.00	290.00
12-inch Concrete Pipe	90	lin.ft.	2.50	225.00
18-inch Concrete Pipe	400	lin.ft.	3.50	1,400.00
36-inch Concrete Pipe	22	lin.ft.	12.00	264.00
Adjustment of Manholes	1	only	100.00	100.00
Concrete in Islands	400	cu.yd.	40.00	16,000.00
Class "A" Concrete in Walls	64	cu.yd.	70.00	4,480.00
Metal Reinforcement in Walls	6,300	lb.	0.14	882.00
Metal Guard Rail	300	lin.ft.	2.50	750.00
Guide Posts, Type W-2	44	only	7.00	308.00
1½-inch Electrical Conduit	230	lin.ft.	2.50	575.00
Type 2 Fence	32	rod	7.00	224.00
Coarse Crushed Material in Base	10,100	ton	1.20	12,120.00
3/4" - 0 Material in Base	2,170	ton	1.20	2,604.00
Sprinkling	240	M-gal.	2.00	480.00
Preparation of Base	0.58	mile	500.00	290.00
3/4" - 0 Material in Binder Course	70	cu.yd.	4.00	280.00
RC-3 Asphalt	12	ton	50.00	600.00
Class "B" Asphaltic Concrete	1,900	ton	5.41	10,279.00
Extra for Paving Approaches	6	only	25.00	150.00
Asphaltic Concrete Traffic Markers	56	lin.ft.	1.00	56.00
				$ 61,527.00

Flagging (57½% of Contractor's Cost)	All	Required		$ 1,000.00
Seeding and Mulching	All	Required		400.00
Reconstruct Revetment	All	Required		200.00
				$ 1,600.00

Utility Work

Work by Eugene Water and Electric Board (Water and Power)	All	Required		$ 2,241.93

Subtotal	$ 65,368.93
10% Engr. & Cont.	6,536.07
Total	$ 71,905.00

Length of Roadway - - - - - - 0.380 Mile
Cost of Roadway Per Mile- - - $189,223.68

Federal Funds -	$ 45,000.00
State Funds -	19,390.00
County Funds- -	7,515.00
	$ 71,905.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

"Q" STREET-FERRY STREET BRIDGE SECTION

PROJECT NO. US-137(3)

Estimated costs of work by Eugene Water and Electric Board.

Water Lines west of Ferry Street Bridge:

Excavation	19.39 Hours	$12.50	$ 242.44
Hand Excavation	11.06 Hours	15.88	176.63
Lowering Pipe (Crane)	8.31 Hours	19.50	162.09
Labor in Lowering	2.79 Hours	15.88	44.33
Backfill	11.02 Hours	15.88	174.94
Loader	11.08 Hours	12.50	138.54
Excavation 12" Line	2.77 Hours	12.50	34.63
Hand Excavation	2.79 Hours	15.88	44.33
Replace 12" Pipe	2.79 Hours	15.88	44.33
Contingencies	All Required		175.25
Engineering			106.67
			$1,344.18

Power Line west of Ferry Street Bridge:

Remaining Value of Line in Place to be Removed		$ 74.40
Extra Height or Construction Required		186.66
Labor of Removing and/or Transferring Existing Line		93.75
Salvage Credit	Cr.	-17.06
		$ 337.75
Lump Sum Total		$2,241.93

Oregon State Highway Department

Federal Aid
Project No. US-137(3)

"Q" STREET-FERRY STREET BRIDGE SECTION
(EUGENE) OF THE COBURG ROAD IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.

Salem, Oregon, September 20, 1960

Type Code 6201
Roadway (Sta. 35+44.04 to Sta. 55+50.04)

Clearing and Grubbing	All	Required	$	$ 3,000.00
Drainage Excavation, Unclassified	240	cu.yd.	3.00	720.00
Structural Excavation, Unclassified	230	cu.yd.	6.00	1,380.00
General Excavation, Unclassified	12,000	cu.yd.	0.50	6,000.00
Finishing Roadbed and Slopes	0.58	mile	1,000.00	580.00
12-inch Concrete Pipe	90	lin.ft.	2.50	225.00
18-inch Concrete Pipe	400	lin.ft.	4.50	1,800.00
36-inch Concrete Pipe	22	lin.ft.	9.00	198.00
Adjustment of Manholes	1	only	75.00	75.00
Concrete in Islands	400	cu.yd.	47.50	19,000.00
Class "A" Concrete in Walls	64	cu.yd.	47.50	3,040.00
Metal Reinforcement in Walls	6,300	lb.	0.15	945.00
Metal Guard Rail	300	lin.ft.	3.00	900.00
Guide Posts, Type W-2	44	only	6.75	297.00
1½-inch Electrical Conduit	230	lin.ft.	2.00	460.00
Type 2 Fence	32	rod	5.50	176.00
Coarse Crushed Material in Base	10,100	ton	2.10	21,210.00
3/4" - 0 Material in Base	2,170	ton	2.25	4,882.50
Sprinkling	240	M-gal.	3.00	720.00
Preparation of Base	0.58	mile	250.00	145.00
3/4" - 0 Material in Binder Course	70	cu.yd.	4.50	315.00
RC-3 Asphalt	12	ton	50.00	600.00
Class "B" Asphaltic Concrete	1,900	ton	7.00	13,300.00
Extra for Paving Approaches	6	only	30.00	180.00
Asphaltic Concrete Traffic Markers	56	lin.ft.	1.00	56.00
				$ 80,204.50
Flagging (57½% of Contractor's Cost)	All	Required		1,000.00
Seeding and Mulching	All	Required		400.00
Reconstruct Revetment	All	Required		200.00
Work by Eugene Water & Electric Board (Power Line)	All	Required		600.00
Work by Eugene Water & Electric Board (Water Valves and Meters)	All	Required		1,500.00
	Subtotal			$ 83,904.50
	10% Engr. & Cont.			8,389.50
			Total	$ 92,294.00

Length of Roadway - - - - - - - 0.380 Mile
Cost of Roadway Per Mile- - - - $242,878.94

Federal Funds	$ 56,000.00
State Funds	32,945.00
County Funds	3,350.00
	$ 92,295.00

RECEIVED
FEB 10 1961
FOR FILING
U.S.-137 (3)
5810

408 State Highway Building
Salem, Oregon

February 9, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. R. L. Porter
Office Engineer

08-35.5

C. G. Polk, Division Engineer
Salem, Oregon

By: D. M. Emrich
Acting Division Engineer

Utility Adjustment - Eugene Water and Electric Board
Project US-137(3), "Q" St.-Ferry St. Bridge Section, Coburg Road

We hereby approve the sketches and estimates for adjustment of power lines and water main submitted with your cover letter of February 7, 1961. Reimbursement will be based upon a lump sum of $2,241.83.

The agreement and authorization to proceed with the adjustment of the water main were approved in our letter of November 18, 1960. Authorization to proceed with the revision of the power facilities is granted as of February 7, 1961. Reimbursement will be subject to the provisions of PPM 30-4.

Porter

[illegible]

RECEIVED
FEB 7 1961
FOR FILING

US-137(3)

5810

February 7, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

"Q" St.-Ferry St. Bridge Section
Coburg Road, Lane County
Project No. US-137(3)

Dear Sir:

Herewith are the following data covering adjustment of the Eugene Water and Electric Board facilities in connection with the construction of the subject project:

1. Two copies of the estimate of cost prepared by the Board for adjusting its power lines.

2. Two copies of the sketch covering the adjustment of the power lines.

3. Two copies of the revised estimate for lowering the 30" water main.

Copies of the agreement between the State and City were submitted with our letter of November 17, 1960. This letter also covered lowering the 30" water main and was approved in your letter of November 18, 1960.

It has since developed that under a previous agreement with Lane County the City is obligated to move its facilities located on the county road portion of this project. The revised estimate for lowering the water main eliminates the cost on this portion.

The total revised estimate of cost for adjusting the water main and electric utility is $2,241.83. Approval of the adjustments on lump sum basis and authorization to proceed with revision of the power facilities as of this date are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

RECEIVED
JAN 31 1961
FOR FILING

UG-137(3)

5810

January 31, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on January 26, 1961, on Contract No. 5810, "[illegible]" St.-Ferry St. Bridge Section, in Lane County, in connection with Federal Aid Project No. UG-137(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

D. B. Porter
Office Engineer

DBP:lt

RECEIVED
FORM 2-129
DEC 13 1960
FOR FILING

US 137(2)
5810

COMMISSION
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

December 12, 1960

Roy L. Houck Sons' Corp.,
1585 20th Street NE
Salem
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5810, awarded November 30, 1960, for grading-paving the "Q" Street-Ferry St. Bridge Section of the Coburg Road in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

Encl.

RECEIVED
DEC 2 - 1960
FOR FILING
US 137(3)
5810

408 State Highway Building
Salem, Oregon

November 30, 1960

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

By:
D. M. Emrich
Acting Division Engineer

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project US 137(3)

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project US 137(3), "Q" Street-Ferry Street Bridge Section, Coburg Road, we hereby concur, as of this date, in award of Contract No., 5810 to Roy L. Houck Sons Corp., of Salem, Oregon, low bidder in the amount of $61,527.00 at the November 1, 1960 bid opening.

RECEIVED
NOV 30 1960
FOR FILING

US 137(-)

5710

November 30, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of the contract for grading and paving on the "Q" Street-Ferry Street Bridge Section of the Coburg Road near Eugene in Lane County, Project No. US-137(3), to Roy L. Houck Sons' Corporation on the basis of the bid of $61,527.00 submitted on November 3, 1960.

All rights of entry required for this contract are acquired.

Very truly yours,

R. L. Porter
Acting State Highway Engineer

JAH:sw

RECEIVED
[illegible] 1960

FORM E-30X 50M 2-60 26119

FOR FILING
US-137 (3)

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 30, 1960

SUBJECT: Advance Deposit
Lane County

To: Mr. C. H. Maison
OFFICE

Attention: Mr. John Herr

Attached is Lane County Warrant No. 29786 in the amount of $8,057.81 which represents the county's share in the estimated total cost for construction of the Q Street-Ferry Street Bridge (Coburg Road) Section of the Eugene-Springfield Highway in Eugene.

John D. Graham
John D. Graham, Office Engineer
County & City Relations

JDG:mm
Att.

cc: G. S. Paxson

RECEIVED
1960

FOR FILING
US-137(3)
#1 5810

408 State Highway Building
Salem, Oregon

November 18, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. R. L. Porter
Office Engineer

US-137(3)
08-35.5

C. G. Polk, Division Engineer
Salem, Oregon

Oregon Project US-137(3), "Q" Street-Ferry Street Bridge Section, Coburg Road

We are today approving the agreement dated November 4, 1960 between the State and the Eugene Water & Electric Board as requested in your letter dated November 17, 1960.

Authorization is hereby granted to proceed with the necessary work of lowering the 30" water main. Reimbursement will be subject to the provisions of PPM 30-4.

Porter

RECEIVED
NOV 17 1960

FOR FILING

US-137(3)

[illegible]

November 17, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

"Q" St.-Ferry St. Bridge Section
Coburg Road, Lane County
Project No. US-137(3)

Dear Sir:

Herewith are the following data covering adjustment of the water facilities of the Eugene Water & Electric Board in connection with construction on the subject project:

1. Two copies of the agreement with the City of Eugene for construction of the project.

2. Two copies of the estimate for lowering the 30" water main.

3. Two copies of the sketch prepared by the Board showing the work to be done.

Your approval of the agreement between the State and City and authorization to proceed with the work of relocating the water main as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
OCT [illegible] 1960
~~FOR FILING~~
412-134(1)
5712

October 17, 1960

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Right of Way Status
"Q" Street-Ferry Street
Bridge Section
Coburg Road

Dear Sir:

Absences from the offices of both the Chief Counsel and his Assistant have somewhat delayed filings on this project.

File 31627 was optioned on October 7, 1960.

Files 31628 and 24915 were filed in condemnation on October 12; and Files 31626, 31629, and 24913 were filed on October 14.

Very truly yours,

WALTER T. WRIGHT
Right of Way Engineer

WTW:gg

cc Mr. Forrest Cooper ✓
Mr. L. I. Lindas
Mr. R. L. Porter

NOTED
FORREST COOPER

RECEIVED
[illegible] 1960
[illegible] ENGINEER

RECEIVED
OCT 1960
FOR FILING
US-137(3)
2716

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

October 10, 1960

US-137(3) C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

Oregon Project US-137(3)

We have today approved the P. S. and E. documents for Oregon Project US-137(3), "Q" Street-Ferry St. Bridge Section, Coburg Road, grading and paving.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Porter

NOTED
FORREST COOPER

RECEIVED
FORM E-123-X 75M 1-60
0

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

US-137(2)

277[illegible]

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 5, 1960

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
406 State Highway Building
Salem, Oregon

Re: Right of Way Status
"Q" Street-Ferry Street
Bridge Section
Coburg Road

Dear Sir:

Six of the seven files required on this project remain outstanding and are in the process of condemnation.

Filings will be completed on or before October 10, 1960.

31626	Bavaro	$ 675
31627	Garett	18,000
31628	Falkenstein	4,200
31629	Rodman and Urey	1,200
24915	Simpson	14,450
24913	Zellner	30,500
		$ 69,025

Very truly yours,

WALTER T. WRIGHT
Right of Way Engineer

WTW:sg

cc Mr. Forrest Cooper ✓
Mr. L. I. Lindas
Mr. R. L. Porter

NOTED
FORREST COOPER

RECEIVED
DEC 1 - 1960
FOR FILING
45-137(3)

5810

COPY

Salem, Oregon
September 30, 1960

Walter T. Wright
Right-of-Way Engineer
OFFICE

Authorization has been received from the BPR to proceed with right-of-way acquisition on the Douglas Ave.-S. City Limits (Roseburg) Section, Prefix 110-2506 and the "Q" St.-Ferry St. Interchange Section, Prefix 220-2512, effective September 28, 1960.

R. L. Porter
Office Engineer

RLP:sw

RECEIVED
1960
FOR FILING
US-13
[illegible]

Salem, Oregon
January 29, 1960

Intersection of Coburg
Road, "Q" Street, etc.

Mr. Tom Edwards
Construction Engineer
OFFICE

On February 9 at 4 p.m. a delegation from Eugene has an appointment with Mr. Williams to discuss the traffic problems at the intersection just easterly of the Ferry Street Bridge where Coburg Road, "Q" Street, etc. come together.

Will you please have a map prepared indicating the picture as it now appears and also some notes for Mr. Williams to study re the history and status of this intersection.

Someone in your office, who is familiar with all of the maneuvering up to date, should be available at the conference.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams

F-29(9) Sugarloaf Mountain-King Creek Sec.
Coos Bay-Roseburg Highway
#5811 Grading, oiling and structures 1960

STATE COPY

Monthly transaction number 1911 - 73	CA U.S. DEPARTMENT OF COMMER BUREAU OF PUBLIC ROA	Oregon
Project report number 11	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 9-22-64	County Coos
		Project number F-29(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on March 15, 19 61, is hereby modified as follows:

Revised estimated total cost of project $ 1,438,919.00

Revised Federal funds $ 910,253.00

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 22 day of September, 19 64.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX A. W. Parsons
Division Engineer

By: LRBacklund
L.R. Backlund, Administrative Mgr.

USComm-DC 11170

RECEIVED
MAR 29 1961
FOR FILING
3-25

Monthly Transaction No.

Project Report No. F-29(9)

5911

For R-2
(9- .7)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

State: **Oregon**
County: **Coos**
Project No. **F-29(9)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

SR 42. Sugarloaf Mtn. to King Creek

Project classification or class of work	Effective date of authorization	Approximate length (*Miles*)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	11-17-60	0.6
Other (*Specify*)		

FUNDS

Estimated total cost of project	Federal funds
$ 1,207,733	$ 759,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By
Dep.
State Highway Engineer
(title)

By
(title)

By
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX **C. G. Polk**
Division Engineer

By: C. C. Pike
C. C. Pike
Acting Administrative Manager

Date executed by Division Engineer **March 15, 1961**

USComm-DC 40257

March 14, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Sugarloaf Mountain-King Creek Section, Project No. F-29(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:cr

February 28, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Sugarloaf Mountain-King Creek Section, Project No. F-29(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:bb

Oregon State Highway Department

Federal Aid
Project No. F-29(9)

SUGARLOAF MOUNTAIN-KING CREEK SECTION OF THE COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 28, 1961

Type Code 3210
Roadway (Sta. 238+00 to Sta. 410+00)(Contract No. 5811)

Clearing and Grubbing	All	Required (80%)		$ 24,000.00
Felling Danger Trees	40	sq.ft.	$10.00	400.00
Drainage Excavation, Unclassified	5,180	cu.yd.	2.00	10,360.00
General Excavation, Location "A", Unclassified	206,900	cu.yd.	0.66	136,554.00
General Excavation, Location "B", Unclassified	241,000	cu.yd.	0.84	202,440.00
Short Overhaul	1,534,800	yd.sta.	0.01	15,348.00
Long Overhaul	85,920	C-yd.sta.	0.40	34,368.00
Finishing Roadbed and Slopes	3.11	mile	1,000.00	3,110.00
Rounding Cutbanks	7,000	lin.ft.	0.30	2,100.00
12-inch Concrete Pipe	100	lin.ft.	2.50	250.00
18-inch Concrete Pipe	585	lin.ft.	6.00	3,510.00
24-inch Concrete Pipe	160	lin.ft.	8.50	1,360.00
36-inch Concrete Pipe	90	lin.ft.	15.00	1,350.00
12-inch Corrugated Metal Pipe	56	lin.ft.	3.00	168.00
18-inch Asbestos-Protected Corrugated Metal Pipe	1,120	lin.ft.	6.00	6,720.00
24-inch Asbestos-Protected Corrugated Metal Pipe	160	lin.ft.	8.50	1,360.00
30-inch Asbestos-Protected Corrugated Metal Pipe	170	lin.ft.	10.00	1,700.00
6-inch Perforated Metal Drain Pipe	450	lin.ft.	2.00	900.00
8-inch Perforated Metal Drain Pipe	7,360	lin.ft.	2.50	18,400.00
Special Backfill in Drains	800	cu.yd.	6.00	4,800.00
Salvaging and Reinstalling Culvert Pipe	200	lin.ft.	5.00	1,000.00
Type 2 Fence	444	rod	9.25	4,107.00
16' x 48" Metal Gates	4	only	70.00	280.00
Metal Guard Rail	13,400	lin.ft.	2.48	33,232.00
Guide Posts, Type W-2	220	only	6.00	1,320.00
Coarse Crushed Material in Base	50,200	ton	2.15	107,930.00
3/4" - 0 Material in Base	6,700	ton	2.15	14,405.00
Sprinkling	4,200	M-gal.	2.00	8,400.00
Preparation of Base	3.11	mile	200.00	622.00
3/4" - 0 Material in Binder Course	320	cu.yd.	4.70	1,504.00
Furnishing and Placing Aggregates	1,190	cu.yd.	5.95	7,080.50
RC-3 Asphalt	50	ton	55.50	2,775.00
200-300 Asphalt	72	ton	53.00	3,816.00
RS-1 Asphalt	44	ton	55.50	2,442.00
				$658,111.50

Flagging (57½% of Contractor's Cost)	All Required	$	$ 15,000.00
Seeding and Mulching	All Required		2,720.00
Signing (Temporary)	All Required		400.00
Signing (Permanent)	All Required		800.00
Horizontal Drains	All Required		11,000.00
			$ 29,920.00

Utility Work

Work by Coos-Curry Electric Coop.	All Required	$ 6,700.00
Work by West Coast Telephone Co.	All Required	9,900.00
		$ 16,600.00
	Subtotal	$704,631.50
	10% Engr. & Cont.	70,462.50
	Total	$775,094.00

Length of Roadway - - - - - - 3.109 Miles
Cost of Roadway Per Mile- - - $249,306.52

Type Code 0010
Roadway (Sta. 410+00 to Sta. 444+00)(Contract No. 5811)

Clearing and Grubbing	All Required (20%)		$ 6,000.00
Drainage Excavation, Unclassified	1,720 cu.yd.	$2.00	3,440.00
General Excavation, Location "A", Unclassified	104,100 cu.yd.	0.66	68,706.00
Short Overhaul	298,200 yd.sta.	0.01	2,982.00
Long Overhaul	3,080 C-yd.sta.	0.40	1,232.00
Finishing Roadbed and Slopes	0.57 mile	1,000.00	570.00
18-inch Concrete Pipe	145 lin.ft.	6.00	870.00
60-inch Asbestos-Protected Corrugated Metal Pipe	120 lin.ft.	45.00	5,400.00
66-inch Asbestos-Protected Corrugated Metal Pipe	150 lin.ft.	50.00	7,500.00
Type 1 Fence	68 rod	7.50	510.00
Type 2 Fence	76 rod	9.25	703.00
	Subtotal		$ 97,913.00
	10% Engr. & Cont.		9,791.00
	Total		$107,704.00

Length of Roadway - - - - - - 0.644 Mile
Cost of Roadway Per Mile- - - $167,242.23

Type Code X031
Middle Fork Coquille River Bridge (#8275)(Sta. 250+30 to Sta. 254+30)
(Contract No. 5811)

Shoring, Cribbing, etc.	All Required (33-1/3%)		$ 5,333.00
Structural Excavation	300 cu.yd.	$6.00	1,800.00
Structural Excavation Below Elevation Shown	25 cu.yd.	20.00	500.00

Furnish 10" BP 42# Steel Piling	725 lin.ft.	$4.50	$ 3,262.50
Drive Steel Piles	19 only	65.00	1,235.00
Splice Steel Piles	5 only	40.00	200.00
Class "A" Concrete (803 cu.yd.)	All Required (48%)		51,302.40
Metal Reinforcement (161,000 lb.)	All Required (47%)		21,573.00
Structural Steel (254,900 lb.)	All Required (60%)		59,100.00
Metal Parapet Railing	800 lin.ft.	4.60	3,680.00
8-inch Metal Drain Pipe	25 lin.ft.	4.00	100.00
			$148,085.90

Type Code X031
Middle Fork Coquille River Bridge (#8876)(Sta. 258+90 to Sta. 261+55)
(Contract No. 5811)

Shoring, Cribbing, Etc.	All Required (33-1/3%)		$ 5,333.00
Structural Excavation	380 cu.yd.	$6.00	2,280.00
Structural Excavation Below Elevation Shown	35 cu.yd.	20.00	700.00
Furnish 10" BP 42# Steel Piling	980 lin.ft.	4.50	4,410.00
Drive Steel Piles	32 only	65.00	2,080.00
Splice Steel Piles	8 only	40.00	320.00
Class "A" Concrete (614 cu.yd.)	All Required (37%)		39,545.60
Metal Reinforcement (114,000 lb.)	All Required (33%)		15,147.00
Structural Steel (165,750 lb.)	All Required (40%)		39,400.00
Metal Parapet Railing	530 lin.ft.	4.60	2,438.00
8-inch Metal Drain Pipe	65 lin.ft.	4.00	260.00
			$111,913.60

Type Code X021
Endicott Creek Bridge (#3212A)(Sta. 315+00 to Sta. 316+20)(Contract No. 5811)

Shoring, Cribbing, etc.	All Required (33-1/3%)		$ 5,334.00
Structural Excavation	300 cu.yd.	$6.00	1,800.00
Structural Excavation Below Elevation Shown	25 cu.yd.	20.00	500.00
Furnish 10" BP 42# Steel Piling	340 lin.ft.	4.50	1,530.00
Drive Steel Piles	8 only	65.00	520.00
Splice Steel Piles	2 only	40.00	80.00
Class "A" Concrete (253 cu.yd.)	All Required (15%)		16,032.00
Metal Reinforcement (66,620 lb.)	All Required (20%)		9,180.00
8-inch Metal Drain Pipe	105 lin.ft.	4.00	420.00
			$ 35,396.00
	Subtotal		$295,395.50
	10% Engr. & Cont.		29,539.50
	Total		$324,935.00

Length of 3 Structures - - - - - 0.149 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (Grade & Oil)	$ 775,094.00	$488,000.00	$287,094.00
Roadway (Grade)	107,704.00	67,000.00	40,704.00
Structures	324,935.00	204,000.00	120,935.00
	$1,207,733.00	$759,000.00	$448,733.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

SUGARLOAF MOUNTAIN-KING CREEK SECTION

PROJECT NO. F-29(9)

Estimated cost of work by the West Coast Telephone Company.

Labor		$3,360.00
Materials		3,640.00
Equipment		1,100.00
Overhead		1,810.00
		$9,910.00
	USE	$9,900.00

Estimated cost of work by the Coos-Curry Electric Cooperative, Inc.

Materials		$2,284.14
Labor		5,066.00
Clearing (1 Unit)		1,200.00
Salvage Credit		1,831.08 Cr.
		$6,719.06
	USE	$6,700.00

Federal Aid
Project No. F-29(9)

Oregon State Highway Department

SUGARLOAF MOUNTAIN-KING CREEK SECTION

OF THE COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 10, 1960

3210
Type Code 5231
Roadway (Sta. 238+00 to Sta. 410+00)

Clearing and Grubbing	All	Required (80%)		$ 60,000.00
Felling Danger Trees	40	sq.ft.	$5.00	200.00
Drainage Excavation, Unclassified	5,180	cu.yd.	3.00	15,540.00
General Excavation, Location "A", Unclassified	206,900	cu.yd.	0.35	72,415.00
General Excavation, Location "B", Unclassified	241,000	cu.yd.	0.80	192,800.00
Short Overhaul	1,534,800	yd.sta.	0.01	15,348.00
Long Overhaul	85,920	C-yd.sta.	0.35	30,072.00
Finishing Roadbed and Slopes	3.11	miles	1000.00	3,110.00
Rounding Cutbanks	7,000	lin.ft.	0.20	1,400.00
12-inch Concrete Pipe	100	lin.ft.	2.50	250.00
18-inch Concrete Pipe	585	lin.ft.	4.50	2,632.50
24-inch Concrete Pipe	160	lin.ft.	6.00	960.00
36-inch Concrete Pipe	90	lin.ft.	7.50	675.00
12-inch Corrugated Metal Pipe	56	lin.ft.	3.75	210.00
18-inch Asbestos-Protected Corrugated Metal Pipe	1,120	lin.ft.	6.00	6,720.00
24-inch Asbestos-Protected Corrugated Metal Pipe	160	lin.ft.	9.00	1,440.00
30-inch Asbestos-Protected Corrugated Metal Pipe	170	lin.ft.	11.50	1,955.00
6-inch Perforated Metal Drain Pipe	450	lin.ft.	2.00	900.00
8-inch Perforated Metal Drain Pipe	7,360	lin.ft.	2.50	18,400.00
Special Backfill in Drains	800	cu.yd.	6.00	4,800.00
Salvaging and Reinstalling Culvert Pipe	200	lin.ft.	3.00	600.00
Type 2 Fence	444	rod	7.00	3,108.00
16' x 48" Metal Gates	4	only	100.00	400.00
Metal Guard Rail	13,400	lin.ft.	2.50	33,500.00
Guide Posts, Type W-2	220	only	7.50	1,650.00
Coarse Crushed Material in Base	50,200	ton	1.75	87,850.00
3/4" - 0 Material in Base	6,700	ton	1.85	12,395.00
Sprinkling	4,200	M-gal.	3.00	12,600.00
Preparation of Base	3.11	mile	250.00	777.50
3/4" - 0 Material in Binder Course	320	cu.yd.	3.75	1,200.00
Furnishing and Placing Aggregates	1,190	cu.yd.	4.00	4,760.00
RC-3 Asphalt	50	ton	55.00	2,750.00
200-300 Asphalt	72	ton	53.00	3,816.00
RS-1 Asphalt	44	ton	55.00	2,420.00
				$597,654.00

Flagging (57½% of Contractor's Cost)	All Required	$	$ 15,000.00
Seeding and Mulching	All Required		2,720.00
Signing (Temporary)	All Required		400.00
Signing (Permanent)	All Required		800.00
Horizontal Drains	All Required		11,000.00
			$ 29,920.00

Utility Work

Work by Coos-Curry Electric Co-op.	All Required	$ 7,920.00
Work by West Coast Telephone Co.	All Required	6,000.00
		$ 13,920.00
	Subtotal	$641,494.00
	10% Engr. & Cont.	64,149.00
	Total	$705,643.00

Length of Roadway - - - - - - 3.109 Miles
Cost of Roadway Per Mile- - - $226,967.83

Type Code 0010
Roadway (Sta. 410+00 to Sta. 444+00)

Clearing and Grubbing		All Required (20%)		$ 15,000.00
Drainage Excavation, Unclassified	1,720	cu.yd.	$3.00	5,160.00
General Excavation, Location "A", Unclassified	104,100	cu.yd.	0.35	36,435.00
Short Overhaul	298,200	yd.sta.	0.01	2,982.00
Long Overhaul	3,080	C-yd.sta.	0.35	1,078.00
Finishing Roadbed and Slopes	0.57	mile	1000.00	570.00
18-inch Concrete Pipe	145	lin.ft.	4.50	652.50
60-inch Asbestos-Protected Corrugated Metal Pipe	120	lin.ft.	35.00	4,200.00
66-inch Asbestos-Protected Corrugated Metal Pipe	150	lin.ft.	42.00	6,300.00
Type 1 Fence	68	rod	5.00	340.00
Type 2 Fence	76	rod	7.00	532.00
		Subtotal		$ 73,249.50
		10% Engr. & Cont.		7,324.50
		Total		$ 80,574.00

Length of Roadway - - - - - - 0.644 Mile
Cost of Roadway Per Mile- - - $125,114.90

Type Code X031
Middle Fork Coquille River Bridge (#8875)(Sta. 250+30 to Sta. 254+30)

Shoring, Cribbing, Etc.		All Required (33-1/3%)		$ 4,000.00
Structural Excavation	300	cu.yd.	$7.50	2,250.00
Structural Excavation Below Elevation Shown	25	cu.yd.	12.00	300.00

Furnish 10" BP 42# Steel Piling	725 lin.ft.	$5.00	$ 3,625.00
Drive Steel Piles	19 only	75.00	1,425.00
Splice Steel Piles	5 only	40.00	200.00
Class "A" Concrete (803 cu.yd. at $70.00)	All Required		56,210.00
Metal Reinforcement (161,000 lb. at $0.135)	All Required		21,735.00
Structural Steel (254,900 lb. at $0.22)	All Required		56,078.00
Metal Parapet Railing	800 lin.ft.	7.00	5,600.00
8-inch Metal Drain Pipe	25 lin.ft.	4.00	100.00
			$151,523.00

Type Code X031
Middle Fork Coquille River Bridge (#8876)(Sta. 258+90 to Sta. 261+55)

Shoring, Cribbing, Etc.	All Required (33-1/3%)		$ 4,000.00
Structural Excavation	380 cu.yd.	$7.50	2,850.00
Structural Excavation Below Elevation Shown	35 cu.yd.	12.00	420.00
Furnish 10" BP 42# Steel Piling	980 lin.ft.	5.00	4,900.00
Drive Steel Piles	32 only	75.00	2,400.00
Splice Steel Piles	8 only	40.00	320.00
Class "A" Concrete (614 cu.yd. at $70.00)	All Required		42,980.00
Metal Reinforcement (114,000 lb. at $0.135)	All Required		15,390.00
Structural Steel (165,750 lb. at $0.22)	All Required		36,465.00
Metal Parapet Railing	530 lin.ft.	7.00	3,710.00
8-inch Metal Drain Pipe	65 lin.ft.	4.00	260.00
			$113,695.00

Type Code X021
Endicott Creek Bridge (#3212A)(Sta. 315+00 to Sta. 316+20)

Shoring, Cribbing, Etc.	All Required (33-1/3%)		$ 4,000.00
Structural Excavation	300 cu.yd.	$7.50	2,250.00
Structural Excavation Below Elevation Shown	25 cu.yd.	12.00	300.00
Furnish 10" BP 42# Steel Piling	340 lin.ft.	5.00	1,700.00
Drive Steel Piles	8 only	75.00	600.00
Splice Steel Piles	2 only	40.00	80.00
Class "A" Concrete (253 cu.yd. at $70.00)	All Required		17,710.00
Metal Reinforcement (66,620 lb. at $0.135)	All Required		8,993.70
8-inch Metal Drain Pipe	105 lin.ft.	4.00	420.00
			$ 36,053.70

Subtotal	$301,271.70
10% Engr. & Cont.	30,126.30
Total	$331,398.00

Length of 3 Structures - - - - - - 0.149 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (Grade and Oil)	$ 705,643.00	$437,000.00	$268,643.00
Roadway (Grade)	80,574.00	50,000.00	30,574.00
Structures	331,398.00	205,000.00	126,398.00
	$1,117,615.00	$692,000.00	$425,615.00

RECEIVED
FEB 20 1963
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5811

mae.

February 18, 1963

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

re: Completion Erosion Control Work
Sugar Loaf Mountain-King Creek
Coos Bay-Roseburg Highway
Contract #5811, Prefix 6-1090-224,238
F-29(9)

Dear Mr. Parsons:

The erosion control work on the subject job, authorized in order for State force work dated August 24, 1961, was completed February 5, 1963.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
L. H. Young
Office Engineer

LHY:ls

cc: Doug Parkes
L. R. Chandler
Construction
Landscape

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F 33(a)

January 21, 1963

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

On December 26, 1962, you were notified of the release of final payment on contract #5811, awarded to White Bros. Const. Co. Inc., for grading-oiling-structure on the Sugarloaf Mt.-King Creek Section of the Coos Bay-Roseburg Highway in Coos County.

Final payment on this contract is $34,907.60 and the total contract amount is $1,311,570.63, including $148,771.77 for work performed under force account.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: White Bros. Const. Co. Inc.,
P. O. Box 376
Walla Walla
Washington

cc: C. H. Maison

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DEC 26 1962

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5811

December 26, 1962

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract #5811 awarded to White Bros. Const. Co. Inc., for grading-oiling-structure on the Sugarloaf Mt.-Wing Creek Section of the Coos Bay-Roseburg Highway in Coos County, was completed September 18, 1962, and was accepted by the Highway Commission on December 21, 1962.

Final payment will be released to the contractor as soon as payment processing can be completed, but in no event before January 2, 1963.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: White Bros. Const. Co. Inc.,
P. O. Box 376
Walla Walla, Washington

cc: L. H. Young
C. H. Maison

RECEIVED
DEC 24 1962
FOR FILE
5811

December 21, 1962

Oregon State Highway Commission

Gentlemen:

Work was completed September 18 on Contract 5811. The contract was with White Bros. Construction Co. Inc., and was for grading, oiling, and structures on the Sugarloaf Mountain-King Creek Section of the Coos Bay-Roseburg Highway in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 21, 1962, and that you concur in this procedure at the Commission meeting on January 22.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

RLP:ajw bbc

FORM E 30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 20, 1962

SUBJECT: Acceptance of Contract

To: Mr. R. L. Porter
Asst. State Highway Engineer

OFFICE

All work on the following contract is satisfactorily completed. It is ready for acceptance by the State Highway Commission:

Contract No. 5811 with White Bros. Construction Co. Inc. for grading, oiling and structures on the Sugarloaf Mountain-King Creek Section of the Coos Bay-Roseburg Highway in Coos County, completed September 18, 1962.

L. H. Young

L. H. Young
Office Engineer

DBP:mmb

RECEIVED
DEC 20 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 7 1962

FOR FILING

5811

Salem, Oregon
December 7, 1962

Mr. F. D. Morgan
Construction Engineer
OFFICE

This is to advise you that work was completed on Sept. 18, 1962, on Contract No. 5811, Sugarloaf Mtn.-King Creek Section, in Coos County.

We request that your office return a signed copy of this letter listing any conditions below which would prevent acceptance of the project by the Highway Commission.

The contract work was accepted by the BPR on October 9, 1962.

L. H. Young
Office Engineer

DBP:bb

Construction Division
Office Endorsement

Date:________________________

Conditions noted on above date:

Construction Engineer

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 30, 1962

Section Sugarloaf Mtn. - King Creek

Highway Coos Bay-Roseburg County Coos

Contractor White Bros. Const. Co., Inc.

Date of contract December 12, 1960

Date work started January 17, 1961

Project authorization $1,370,661.34

Exclusive of engineering $1,281,803.02

Kind of work Grading, Oiling & Structures

Section prefix 6-1090

Contract number 5811

Specified work days 180

Work days used 180

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $1,344,409.87

Estimated per cent overrun or ~~underrun~~ 4.7 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $88,858.32

Engineering cost to date $91,100, 102.5 %

Date project was completed September 18, 1962

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Office crew worked all week on semifinal. Semifinal estimate will be in Division Office Monday Dec. 3, 1962.

NOTED
LLOYD P. SHAW

CONSTRUCTION DIVISION
RECEIVED
DEC 3 1962
NOTIFY ☐ CE ☐ ACE ☐ ACE ☐ ☐ CDE

OB

NOTED
R. L. PORTER

NOTED
JOHN R. OAKES

Signed Bobby D. Johnson Bobby D. Johnson

Address P. O. Box 374 Coquille, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.68	3.11		3.11	
Miles partially completed					
Miles completed	3.68	3.11		3.11	
Total estimated quantities (contract)	552,000 cy	56,900 ton		1,510	
Total quantities corrected to date	619,480	67,030		4,990	
Estimated quantities moved or placed to date	"	"		"	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

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5911

September 25, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 18, 1962, on Contract No. 5911, Sugarloaf Mtn.-King Creek Section in Coos County, in connection with Federal-aid Project No. F 29(9).

We request that your office inspect the contract work and return a signed copy of this letter listing any conditions below which would prevent your final acceptance of the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date:________________

Conditions noted on above date:

A. W. Parsons
Division Engineer

DBP:mmb
cc: H. S. Cox

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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

[illegible]

5811

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 15, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Final Record Sampling
Sugarloaf Mtn.-King Cr. Section
Coos Bay-Roseburg Highway
Project F-29(9)

Dear Sir:

Attached are two copies of the results of base and leveling course thickness samples on this project as reported by our Division Geologist.

Very truly yours,

F. D. Morgan
Construction Engineer

By F. B. Klaboe
F. B. Klaboe
Assistant Construction Engineer

NOTED
R. L. PORTER

Enclosures

CHB:fp

cc R. L. Porter

RECEIVED
AUG 15 1962
OFFICE OF
STATE HIGHWAY ENGINEER

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1962
FOR FILING

NOTED
R. L. PORTER

FORM
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 7, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: 1-1/4"-3/4" Oil Aggregate
McMullen Quarry
Coos Bay-Roseburg Highway
Projects F-29(9), EBF-29(11) and
EBF-29(12)

Dear Sir:

We have had additional tests run on the gradation of the 1-1/4"-3/4" oiling aggregates which have been produced at the McMullen Point Quarry. The field screening has consistently shown good gradation, but the central laboratory results have shown consistently that excess material passes the 3/4 screen.

We obtained three samples from each of the three projects and these were hand screened in the central laboratory. The samples were then rerun through the mechanical screens. In addition to this, the samples from project EBF-29(12) were rescreened by hand after the mechanical screening. The results of these tests were:

		Per cent retained on 3/4" screen		
Project	Lab Report #	hand screen	mech. screen	hand screen
F-29(9)	601818	92.9%	79.8%	- - -
	601819	95.4%	84.3%	- - -
	601820	94.9%	80.3%	- - -
EBF-29(11)	602223	92.9%	79.8%	- - -
	602224	94.9%	80.3%	- - -
	602225	95.4%	84.3%	- - -
EBF-29(12)	602226	92.9%	79.8%	80.4%
	602227	94.9%	80.3%	80.5%
	602228	95.4%	84.3%	83.4%

These tests show rather conclusively that a small portion of the rock is degrading in the mechanical screening process. This rock apparently fractures or cracks in the crushing process without completely breaking, and the mechanical screening completes the break. In addition to the above results, the tests show that the greatest increase in the material passing the 3/4-inch screen was that retained on the 1/2-inch screen. The average of material retained on the 1/2-inch screen increased from 4.0 per cent by hand screening to 10.8 per cent by machine screening. The material passing the #200 screen by machine screening averaged 0.7 per cent and never ran over 0.8 per cent.

These results would indicate that a small portion of the rock is being broken or having corners knocked off during the mechanical screening. The P200 fraction indicates that the material is clean, and that air slacking in the stockpile is not a problem.

In view of the obvious degradation in the severe shaking of the mechanical screening, and the lack of P200 fraction, we believe that the material is suitable for the use intended and recommend that the material be accepted on the basis of hand screening done either in the field or in the central laboratory.

Your approval of this basis of screening is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By F. B. Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: R. L. Porter
L. R. Chandler
G. W. Harra

AUG 8 1962

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 31, 1962

5011

Mr. [illegible] Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

1-1/4"-1/3" Oil Aggregate
McMullen Quarry
Coos Bay-Roseburg Highway 5947
Projects F-29(9), EBF-29(11) and
EBF-29(12) 5988

Dear Sir:

We have had additional tests run on the gradation of the 1-1/4"-3/4" oiling aggregates which have been produced at the McMullen Point Quarry. The field screening has consistently shown good gradation, but the central laboratory results have shown consistently that excess material passes the 3/4 screen.

We obtained three samples from each of the three projects and these were hand screened in the central laboratory. The samples were then rerun through the mechanical screens. In addition to this, the samples from project EBF-29(12) were rescreened by hand after the mechanical screening. The results of these tests were:

Project	Lab Report #	Per cent retained on 3/4" screen hand screen	 mech. screen	 hand screen
F-29(9)	[illegible]	92.9%	79.8%	- - -
	[illegible]	95.4%	84.6%	- - -
	[illegible]	94.9%	80.3%	- - -
EBF-29(11)	[illegible]	92.9%	79.8%	- - -
	[illegible]	94.9%	80.3%	- - -
	[illegible]	95.4%	84.3%	- - -
EBF-29(12)	602226	92.9%	79.8%	80.4%
	602227	94.9%	80.3%	80.5%
	602228	95.4%	84.6%	83.4%

These tests show rather conclusively that the rock is degrading in the mechanical screening process. This rock apparently fractures or cracks in the crushing process without completely breaking, and the mechanical screening completes the break. In addition to the above results, the tests show that the greatest increase in the material passing the 3/4-inch screen was that retained on the 1/2-inch screen. The average of material retained on the 1/2-inch screen increased from 4.0 per cent by hand screening to 10.8 per cent by machine screening. The material passing the #200 screen by machine screening averaged 0.7 per cent and never ran over 0.8 per cent.

These results would indicate that the rock is being broken or having corners knocked off during the mechanical screening. The P200 fraction indicates that the material is clean, and that air slacking in the stockpile is not a problem.

In view of the obvious degradation in the severe shaking of the mechanical screening, and the lack of P200 fraction, we believe that the material is suitable for the use intended and recommend that the material be accepted on the basis of hand screening done either in the field or in the central laboratory.

Your approval of this basis of screening is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By
[illegible] D. Klabbe
Assistant Construction Engineer

CHD:fp

cc R. L. Porter ✓
L. R. Chandler
G. W. Harra

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 28, 1962

5811

SUBJECT: Sugarloaf Mtn.-King Creek
Coos Bay-Roseburg Highway
Contract 5811

To: F. D.Morgan
Construction Engineer
Salem, Oregon

L

On March 21, while in the area with Mr. Cooper and Mr. Porter, the question as to whether or not our crushed rock surfacing on the Sugarloaf Mountain-King Creek Section, Contract 5811, was being contaminated by slide removal work and by mud off logging trucks and other traffic. We have since, on March 22, had Ray Olsen and Bobby Johnson, Resident Engineer, take samples of the top 2 inches of the base material that has been placed, processed and compacted in the areas adjacent to the cut slide near Station 333 and the principal waste area between Stations 341 and 358. At these points, there was the greatest likelihood of contamination and possible mixing with the surfacing in place.

Laboratory findings have not been received, but in taking the samples we found that from appearance only the top one-half inch had been apparently affected in any place.

Before the binder shot is placed, a close inspection will be made of these materials and any necessary removal and waste will be done.

L R Chandler
L. R. Chandler
Division Engineer

LRC:ds

CONSTRUCTION DIVISION
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February 28, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7-Supplemental covering slide repair on the Sugarloaf Mountain-King Creek Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5811, in connection with Federal Aid Project No. F-29(9).

Order for Extra Work No. 7 and Supplement No. 1 were approved by the BPR November 29th and December 5, 1961, respectively. During the winter sliding has occurred to such an extent that authorizations to date are overrunning. Additional right of way will be required from the Ocholtree property, file 31625, and the right of way fence relocated between Stations 328+06 and 332+56.

This supplemental order has been verbally approved by the BPR District Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

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J08

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5411

Salem, Oregon
January 24, 1962

Sugarloaf Mtn.-King Cr. Sec.
Coos County
Contract No. 5811

Mr. Bobby D. Johnson
Resident Engineer
Oregon State Highway Department
P. O. Box 374
Coquille, Oregon

This is to advise you that at its meeting on January 19, 1962, the State Highway Commission approved an increase of $121,091.21 in the project authorization on the subject project.

The new total project authorization is $1,370,661.34. This amount should be used in all future reports.

L. H. Young
Office Engineer

DBP:amb
cc: Mr. L. R. Chandler
Mr. R. L. Porter

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COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

File

January 22, 1962

West Coast Telephone Co.
315 Cedar Street
Beaverton, Oregon

Attention: Mr. L. S. Hankinson

Re: Telephone Line Adjustment
Sugarloaf Mtn.-King Creek Sec.
Coos Bay-Roseburg Highway
Coos County
Project F-29(9)

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities required by the slide between stations 375 and 378 on the above-named project has been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of January 30, 1961, as stated in our letter to you dated February 3, 1961.

Reimbursement for this work will be made under the terms of PPM 30-4.

Very truly yours,

F. D. Morgan
Construction Engineer

By
G. L. Decker
G. L. Decker
Field Construction Engineer

TWL:bjh

cc: R. L. Porter
C. G. Polk
C. H. Maison
L. H. Young
L. R. Chandler
Bobby D. Johnson

RECEIVED
JAN 23 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

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1962

5811

January 11, 1962

Oregon State Highway Commission

Gentlemen:

An overrun of the original project authorization on the Sugarloaf Mountain-King Creek Section, Contract No. 5811, is anticipated. This project is on the Coos Bay-Roseburg Highway in Coos County and is under contract to White Bros., of Walla Walla, Washington.

The original project authorization was $1,249,570.13. The present anticipated cost is $1,370,661.34, which is an overrun of $121,091.21, or 9.69 per cent.

The major cause of the overrun is that slides have occurred at many locations throughout this project. It has been necessary to reslope and/or bench many of the cuts, and to place additional rock material in several fills. This project is in an unstable area of the Coast Range and is subject to frequent slides.

In addition to the slides, the oil mat surfacing was changed from an 0-9 to an 0-11, and two bridges required pile foundations instead of the proposed spread footings.

It is recommended that you approve this overrun of the project authorization.

This matter will be on the agenda for the January 19 meeting.

Very truly yours,

F. B. Stephenson
Acting State Highway Engineer

CHB:jp me

cc R. L. Porter
Frank Morgan
L. H. Young
C. H. Maison

FORM E-30 50M 3-61 84397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 29, 1961

SUBJECT: Overrun of Project Authorization
Sugarloaf Mountain-King Creek Section
Coos Bay-Roseburg Highway
Contract No. 5811

To:

Mr. R.L. Porter
Assistant State Highway Engineer
Building

Attached is a Report on Expected Overrun of Project Authorization on the Sugarloaf Mountain-King Creek Section of the Coos Bay-Roseburg Highway in Coos County. This project is under contract to White Bros., of Walla Walla, Washington.

The original project authorization was $1,249,570.13. The present anticipated cost is $1,370,661.34, which is an overrun of $121,091.21 or 9.69 per cent. The major causes for the overrun are as follows:

1. A large amount of extra clearing and pioneering of cut slides was required throughout the project. It was also necessary to reconstruct three fills which slid out on a force account basis.

2. General excavation on the project overran due to the amount of material removed in the slide areas for the purpose of stabilization and benching. The material was removed at bid price after the clearing and pioneering was done by Force Account.

3. A large amount of additional flagging was required to keep traffic moving through the slide areas. At times, flagmen were required on a 24-hour basis.

4. The oil mat was changed on the project from an 0-9 24 feet wide to an 0-11 including oiled shoulders.

5. The foundation material under two structures was found to be unlike the anticipated material and this required a change from spread footings to piles.

The additional cost of these various changes is:

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[illegible]

1. Force Account slide correction work Extra Work Orders 3, 4, 5, 6 and 7	$ 84,001.34
2. Additional General Excavation, Loc. "B" Bid Item #5	24,864.00
3. Extra Flagging Extra Work Order 1	7,000.00
4. Change from 0-9 to 0-11 Bid Items 33, 34, 35, 36 and 37	34,019.50
5. Change in Structure Footings PA#7 increases bid items 41 and 42	9,162.50
Total Major Overruns	$ 159,047.34
Minor underruns and overruns of bid items:	
Net Underrun	-4,199.29
Net Overrun	$ 154,848.05
Original Contingency Fund	49,982.81
Allowance for Future Contingencies (28.5% of original work remains)	16,225.97
Contingency Fund used to date	$ 33,756.84
Net overrun of Project Authorization	$ 121,091.21

Your approval of this overrun is requested. A rough draft of a letter to the Commission is attached.

F.D. Morgan
Construction Engineer

By

F.B. Klaboe
F.B. Klaboe
Assistant Construction Engineer

FBK:jp
Attach

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FOR FILING

5811

December 20, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7, Supplement #1, covering slide removal and correction on the Sugarloaf Mountain-King Creek Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5811, in connection with Federal Aid Project No. F-29(9).

This work is necessary to remove slides and correction of slide conditions. A copy of the Resident Engineer's letter reporting conditions during the excessive rain and high water is attached.

The fills where slides occurred were properly constructed. In the area where a channel change was made the lower portion, approximately 40 per cent of the fill, was rock. It was not riprap over dirt.

This work has been verbally recommended for approval by the BPR Area Engineer. Due to the emergency nature of the work authorization has been given the Field to proceed in order to maintain traffic.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt

Encs.

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F111

December 19, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Subject: Sugarloaf Mtn.-King Creek Sec.
Coos-Bay Roseburg Highway
Coos County Project No. F-29(9)

Dear Sir:

We are submitting herewith, two copies each of the estimate and sketch for additional work by the West Coast Telephone Co. in connection with construction on the subject project.

Additional borrow is required for the repair of slides. There are two West Coast Telephone Co. poles in the area from which the borrow material is to be obtained. It will be necessary to place a temporary line and replace the facility as originally installed.

It is requested that this work be made a supplement to, and included in, the agreement approval by your letter of January 30, 1961.

Due to the emergency nature of the work and necessity of repairing the slides so construction can proceed, authorization has been given to proceed. The additional work has been verbally approved by the B.P.R. District Engineer.

Very truly yours,

L. H. Young
Office Engineer

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477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, Acting State Highway Engineer
Salem, Oregon

November 30, 1961

C. G. Polk, Division Engineer
08-35.8-DB Salem, Oregon

Modification of Project Agreements

Attached is an approved copy of Order for Extra Work Number 7 on the Sugarloaf Mountain-King Creek Section of the Coos Bay-Roseburg Highway.

This approval is contingent upon the submission of a modification of the Project Agreement due to the necessity of additional funds.

This requirement is based on paragraph 4 of PPM 21-7 which requires a modification of the Project Agreement when an increase of Federal funds is required. To supplement this modification an explanation of the over-run in costs should also be furnished. Subsequently, should further over-runs develop, a second modification of agreement should be submitted with reasons therefor.

Attachment

orig to Young

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1962

FOR

Form No. E-872—10M—7-58

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Sugarleaf Mtn. - King Creek
Date November 28, 1961
Highway Coos Bay - Roseburg
5811
Contract No. 5811
County Coos
Kind of Work Grade, Oil, Structures
Contractor White Bros. Const. Co. Inc

Contract Amount $1,051,420.00

Expected over-runs and under-runs in contract items:

Major items, itemized:

	Quantity	Unit Price	Amount
3 Drainage Excavation	- 2,000 cy	2.00	$ 4,000.00
5 Gen. Excavation, Location 'B'	+ 29,600 cy	.84	24,864.00
29 Coarse Crushed Matl. in Base	+ 2,000 ton	2.15	4,300.00
34 Furnish & Place Aggregates	+ 2,560 cy	5.95	15,232.00
36 200 - 300 Asphalt	+ 218 ton	53.00	11,554.00
41 Furnish 10" BP 42# Steel Piling	+ 1,455 lin ft	4.50	6,547.50
Minor items, unitemized algebraic total	+		9,137.88

Subtotal $67,635.38

Approved work orders (Price, extra work and state force orders) $84,145.34

Expected over-runs and under-runs in work orders:

Major items, itemized:

		Amount
EWO #1 Flagging	+	7,000.00
EWO #3 Additional Clearing	+	5,298.80
EWO #7 Slide removal & repair	+	49,956.00
Minor items, unitemized algebraic total		121.53

Subtotal $62,376.33

Authorization for engineering $88,858.32

Expected over-run or under-run of engineering authorization $0.00

Costs not included above (explain) $0.00

Allowance for future contingencies (28.5 % of work remaining) (excluding Engr.) @ 4.5 % $16,225.97

Credits to come from transfers and deductions $0.00

Present estimate of project cost $1,370,661.34

Brief Statement of principal causes of over-run:

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $1,249,570.13
Present estimate of project cost $1,370,661.34
Expected over-run (Amount) $121,091.21
Expected over-run (per cent) 9.69

Space to right of this line is for use of Salem office.

Submitted by: Resident Engineer
Confirmed by: L R Chandler Division Engineer
Noted by: Construction or Bridge Engineer
Noted by: Deputy or Assistant State Highway Engineer

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F 29(9)

5811

November 27, 1961

Mr. C. G. Folk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7 covering slide removal on the Sugarloaf Mountain-King Creek Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5811, in connection with Federal Aid Project No. F-29(9).

Slides have occurred in cut slopes after finishing to neat lines. Various areas have been affected.

Due to the emergency nature of the work to keep construction under way authorization has been given to proceed. The work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

Enc.

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OCT 17 1961

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5811

October 16, 1961

Coos-Curry Electric Cooperative, Inc.
74 West First Street
P. O. Box 466
Coquille, Oregon

Power Line Adjustments
Sugarloaf Mtn.-King Cr. Sec.
Coos County

Attention: Mr. Bruce Shavere

Gentlemen:

Your estimate and sketch map for the adjustment of the extra pole on the above-named project are considered to be part of the work approved and authorized in our letter of February 22, 1961 and are hereby included in that authorization.

Very truly yours,

Tom Edwards
Construction Engineer

By C Baker
C. H. Baker
Ass't. Field Construction Engineer

FS:fp
cc C. G. Polk
Forrest Cooper
C. H. Maison
R. L. Porter
F. D. Morgan
Bobby D. Johnson

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NOTED
FORREST COOPER

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OCT 13 1961
FOR FILING
3911

477 Cottage St. N.E.
Salem, Oregon

October 12, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. R. L. Porter

C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

By: M. E. Martin
District Engineer

Utility Adjustment - Coos-Curry Electrical Cooperative, Inc.
Sugarloaf Mtn.-King Creek Section, Coos Bay-Roseburg Highway
Project F-29(9)

Reference is made to your letter of October 9, 1961 and related correspondence between the State and the utility company.

The adjustment of the extra pole referred to is considered to be a part of the work approved and authorized in our letter of February 21, 1961 and is hereby included in that authorization.

Porter

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FOR FILING

5811

October 9, 1961

Sugarloaf Mtn.-King Cr. Sec.
Coos Bay-Roseburg Highway
Coos Co., Project No. F-29(9)

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

It is necessary to adjust an additional pole in the Coos-Curry Electric Cooperative power line for clearance on the subject project.

We are enclosing two copies each of the Staff Attorney's letter, estimate of cost for adjusting the pole and sketch prepared by the Cooperative showing the adjustment.

Due to the emergency nature of this work it has been done. Verbal approval was given by the BPR Administrative Manager October 3, 1961.

It is requested that this work be included in the approval contained in your letter of February 21, 1961, which authorized work to proceed as of February 17, 1961.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

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FOR FILING

5411

September 20, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering additional clearing and pioneering slide area on the Sugarloaf Mountain-King Creek Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5411, in connection with Federal Aid Project No. F-29(9).

This work is necessary for the removal of slide material and reshaping the slope. The slope will be benched as a corrective measure and will also reduce the quantity of material to be moved. The slide material will be moved at contract prices when sufficient pioneering has been done to permit the use of normal earth moving equipment. Due to the emergency nature of the work the Field was authorized to proceed with the work, September 12.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enc.

DBP:bm

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477 Cottage Street, N.E.
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

September 13, 1961

C. G. Polk, Division Engineer
08-35.8-DB Salem, Oregon

By:
M. E. Martin
Acting Division Engineer

Oregon Project F-29
Sugarloaf Mountain King Creek Section
Coos Bay-Roseburg Highway
Order for State Force Work No. 6
Seeding and Mulching
Slopes, Estimated Cost $2,720
Federal Funds $1,620

Reference is made to your letter dated September 8, 1961 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Benton

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FOR FILING

5811

September 8, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 6, Account No. 724-738, covering seeding and mulching on the Sugarloaf Mountain-King Creek Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5811, in connection with Federal Aid Project No. F-29(9).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of FPM 21-6.3 is requested.

The total estimated amount of the order is $2,720.00, with Federal participation of $1,620.00.

This order has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
SEP 5 1961
FOR FILING

5811

477 Cottage Street, N.E.
Salem, Oregon

August 30, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.4-DB Salem, Oregon

Oregon Project F-29(9)
Sugarloaf Mountain-King Creek Section of the Coos Bay-Roseburg Highway
in Coos County
Contract No. 5811
State Force Order #5
Horizontal Drains
Estimated Cost $11,000
Federal participation $6,600

Reference is made to your letter dated August 28, 1961 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Porter

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FOR FILING

5411

August 28, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Forces Work No. 5, Account No. 233 covering the installation of horizontal drains on the Sugarloaf Mountain-King Creek Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5411, in connection with Federal Aid Project No. F-29(9).

This work is necessary to drain underground water in cuts for slide control. The contractor is not equipped to do the work. The State has the necessary special equipment and crews to do the work more economically than by contract. The work will need to be coordinated with the contractors grading progress and operations, which would materially add to contract cost if there were contractors equipped and available.

The total estimated amount of the order is $11,000 with Federal participation of $6,400. Is has been verbally recommended for approval by the BPR Area Engineer.

Your approval of this order under the provisions of PPM 21-4.3 on actual cost basis is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
UG 17 1961
FOR FILING

5411

August 16, 1961

White Brothers Construction Co.
Box 36, Bridge Rt.
Myrtle Point, Oregon

Attention: Mr. T. W. White

Gentlemen:

We are enclosing a copy of payment voucher No. 5 for work to July 10, on Contract No. 5411, Sugarloaf Mountain-King Creek Section in Coos County as requested in your letter of August 14, 1961.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bm

RECEIVED
L 26 1961

5811

MCE RSB 246 7-25-61 953A

I A DEFRANCE

SHOT ON SUGARLOAF BLOCKED HIGHWAY AT 9:30 THIS A. M. ROAD CLOSED ONE AND ONE-HALF HOURS.

H M FILLMORE
DS --. (Coos Bay - Roseburg Hwy)

NOTED
J. A. PHILLIPS

MCE RSB 250 7-25-61 10 55AM

I A DEFRANCE

COOS - BAY -ROSEBURG HIGHWAY OPENED TO ONE-WAY TRAFFIC AT 10 23 AM.

FILLMORE
CT--.

OTED

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JUL 13 1961
FOR FILING

5811

July 13, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering extra clearing and breakdown of cut for benching on the Sugarloaf Mountain-King Creek Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5811, in connection with Federal Aid Project No. F-29(9).

This work is necessary for slide removal and correction. To correct the slide condition it is necessary to clear and pioneer the cut so normal earth moving equipment can be used to remove the slide material and bench the slope.

The work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

RECEIVED
MAY 22 1961
FOR FILING
F-29(9)
5811

May 22, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering additional clearing and breakdown of cut on the Sugarloaf Mountain-King Creek Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5811, in connection with Federal Aid Project No. F-29(9).

A slide has occurred between Stations 264+30 and 266+50 left of center line. Additional clearing and breakdown of the cut until a point is reached where normal earth-moving equipment can operate is necessary. From this point, slide removal will be under Price Agreement No. 3 at contract prices.

This work has been verbally approved by the BPR District Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

Encl.

RECEIVED
APR 13 1961
FOR FILING
F 29(7)

5 8 11

April 12, 1961

Oregon State Highway Commission

Gentlemen:

At 8:00 a.m. on April 11, approval was granted for the installation of 25-mile-per-hour construction speed zone signs covering the Sugarloaf Mountain-King Creek Section of the Coos Bay-Roseburg Highway between M.P. 25 and M.P. 27.

Your concurrence is requested in the establishment of a 25-mile-per-hour construction speed zone on the above section of highway.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

Forrest Cooper
Deputy State Highway Engineer

cc Mr. G. S. Paxson
Mr. F. B. Crandall

VPJ:pk fn

RECEIVED
APR 12 1961
FOR FILING

E-29(1)
2811

COMMISSIONERS
M. W. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 11, 1961

Mr. Lee Bown, Deputy Supt.
Department of State Police
107 Public Service Bldg.
Salem, Oregon

Dear Mr. Bown:

Effective 8:00 A.M., Tuesday, April 11, 1961, permission was granted for the establishment of a 25 MPH construction speed zone on the Sugarloaf Mountain-King Creek Section of the Coos Bay-Roseburg Highway between M.P. 25. and M.P. 29.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By

F. B. Crandall
Traffic Engineer

pk
bc: G. S. Paxson ✓

G. S. PAX

RECEIVED
APR 13 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 29 1961
FOR FILING

F-29 (9)

5811

March 28, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering extra clearing and breakdown of cut in slide area on the Sugarloaf Mountain-King Creek Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5811, in connection with Federal Aid Project No. F-29(9).

In order to correct sliding conditions, it is necessary to do extra clearing and to remove excessive overburden in the rock cut between Stations 255+75 and 258+25, on the right.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:ew

Encl.

RECEIVED
MAR 20 1961
FOR FILING

F-29(9)
5811

T

March 17, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Sugarloaf Mtn.-King Creek Section
Coos Bay-Roseburg Highway
Coos County, Project No. F-29(9)

Dear Sir:

Herewith are two copies of Assistant Counsel's letter covering the relocation of two additional poles of the Coos-Curry Electric Co-operative in connection with construction on the subject project.

These poles were not included in Assistant Counsel's letter of December 8, 1960, but were included in the estimate of the Company. It is requested that this additional work be included with the agreement submitted February 17, 1961.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

RECEIVED
FEB 24 1961

FOR FILING

F-29(9)

5411

February 23, 1961

Mr. G. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering the moving of directional signs on the Sugarloaf Mountain-King Creek Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5811, in connection with Federal Aid Project No. F-29(9).

Signs for the direction and guidance of traffic during construction will be furnished and placed in original position by State Forces.

It will be necessary to move these signs several times during the course of construction. This can be done by the contractor with less confusion to traffic and better coordination with construction.

This order does not include warning signs, lights or barricades required of the contractor for the protection and safety of traffic and workmen.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

Enc.

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B 23 1961
FOR FIL

FORM CD-121
(9-22-52)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Bldg.
Salem, Oregon

F-29(9)
5411

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. R. L. Porter

DATE: February 21, 1961

FROM : C. G. Polk, Division Engineer
Salem, Oregon

By: ME Martin
M. E. Martin
District Engineer

SUBJECT: Utility Adjustment
Coos-Curry Electric Cooperative, Inc.
Sugarloaf Mtn.-King Creek Section
Coos Bay-Roseburg Highway
Project F-29(9)

We hereby approve the agreement evidenced by the exchange of letters between the State and the utility company dated December 8, 1960 and February 9, 1961.

Authorization to proceed with the work is granted as of February 17, 1961. Approval is subject to the provisions of PPM 30-4.

Porter
Edw

NOTED
FORREST COOPER

RECEIVED
FEB 22 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 17 1961
FOR FILING

F-[illegible]

[illegible]

February 17, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Sugarloaf Mtn.-King Creek Section
Coos Bay-Roseburg Highway
Coos County, Project No. F-29(9)

Herewith are the following data covering adjustment of the Coos-Curry Electric Cooperative, Inc. facilities in connection with construction of the subject project:

1. Two copies of Assistant Counsel's letter which establishes the obligation of the State to reimburse the Cooperative for moving certain facilities.

2. Two copies of the estimate of cost for moving these facilities.

3. Two copies of sketches prepared by the Cooperative showing adjustments to be made.

Your approval of the above-evidenced agreement and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

RECEIVED
JAN 31 1961
FOR FILING

F-29(9)

5811

January 30, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Sugarloaf Mtn.-King Creek Section
Coos Bay-Roseburg Highway
Coos County-Contract #5811
Project No. F-29(9)

Dear Sir:

Herewith are the following data covering adjustment of the facilities of the West Coast Telephone Company in connection with construction of the subject project:

1. Two copies of Assistant Counsel's letter which establishes the obligation of the State to reimburse the Company for certain of the adjustments.

2. Two copies of the Company's estimate of cost for making the adjustments.

3. Two copies of the sketch prepared by the Company showing adjustments to be made.

Your approval of the agreement as evidenced above and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

RECEIVED
FEB 3 1961
FOR [illegible]

F-29(9)

5811

408 State Highway Building
Salem, Oregon

January 30, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. R. L. Porter
Office Engineer

C. G. Polk, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

08-35.4-DB

Oregon Project F-29(9), Utility Adjustment, West Coast Telephone Co., Sugarloaf Mountain-King Creek Section, Coos Bay-Roseburg Highway

We hereby approve the agreement evidenced by the exchange of letters between the State and the utility company dated December 8, 1960 and January 24, 1961.

Authorization to proceed with the work is granted as of January 30, 1961. Approval is subject to the provisions of PPM 30-4.

Porter

NOTED
[illegible]

RECEIVED
JAN 20 1961
FOR FILING

F-29(9)

5811

January 19, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on January 17, 1961, on Contract No. 5811, Sugarloaf Mountain-King Creek Section in Coos County, in connection with Federal Aid Project No. F-29(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:er

RECEIVED
JAN 13 1961
FOR FILING
F-29(9)
5811

January 12, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Sugarloaf Mountain-King Creek Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5811, in connection with Federal Aid Project No. F-29(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt
Encl.

FORM E-123

RECEIVED
JAN 13 1961
FOR FILING
7-29(9)
5811

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

January 12, 1961

White Bros. Constr. Co. Inc.,
P. O. Box 376
Walla Walla
Washington

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> **Contract #5811, awarded December 12, 1960, for grading-oiling-structures on the Sugarloaf Mt.-King Creek Section of the Coos Bay-Roseburg Highway in Coos County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
[illegible] 1960

F-29(9)

5811

408 State Highway Building
Salem, Oregon

December 12, 1960

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project F-29(9)

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project F-29(9), Sugarloaf Mountain-King Creek Section of the Coos Bay-Roseburg Highway we hereby concur, as of this date, in award of Contract No., 5811 to White Bros. Construction Company, Inc., of Walla Walla, Washington, low bidder in the amount of $1,051,420.00 at the December 9, 1960 bid opening.

Porter

RECEIVED
1960

FOR FILE
7-29 (9)

5811

November 23, 1960

Mrs. LaVerne Brodie, Secretary
Improvement for Highway 42 Committee
Coquille, Oregon

Dear Mrs. Brodie:

In reply to your letter of November 12, advise that we are opening bids on December 9 for the additional extension of Highway 42 improvement between Sugarloaf Mountain and King Creek. This would consist of grading, surfacing, and three structures, and the over-all estimate approximates $1,200,000. As you know, we previously let a contract between Powers Junction and Sugarloaf Mountain estimated to cost $535,000, making a total of $1,730,000 placed under contract this year.

We still have a small balance left from the $2,000,000 allocated by the Commission for this year's work, but the balance left is not itself sufficient to award a contract. We feel confident that the Commission will allocate some additional moneys to Highway 42 for contracting in 1961, and the remaining balance will be added to whatever amount the Commission authorizes for contracting in 1961.

Very truly yours,

W. C. Williams
State Highway Engineer

[redacted]

cc Mr. Forrest Cooper

County of Coos
COQUILLE, OREGON

November 12, 1960

State of Oregon
Oregon State Highway Commission
Salem, Oregon

NOTED
W. C. WILLIAMS

Gentlemen:

You have been most cooperative with our committee in giving us information regarding your future plans for Highway 42.

We would appreciate it very much to receive an outline of the projects to be let during the remainder of 1960 and the year 1961.

This committee is most pleased with the progress made thus far but it was our understanding that an additional contract would be let this fall. The people in this area are questioning us about this and we have no information to give them. Will you please give us specific dates as to when another contract will be let and what your plans are for the future.

Very truly yours,

IMPROVEMENT FOR HIGHWAY 42 COMMITTEE
By La Verne Brodie
LaVerne Brodie, Sec.

lb

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NOV 22 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED

F-29(9)

408 State Highway Building
Salem, Oregon

November 17, 1960

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

F-29(9)

Oregon Project F-29(9)

We have today approved the P. S. and E. documents for Oregon Project F-29(9), Sugarloaf Mountain-King Creek Section, Coos Bay-Roseburg Highway.

This is to authorize your advertising for bids.

There will be no Federal participation in the cost of the contingent item of permanent signing, as such work may well be included in the bid items. This matter was covered in our letter of November 14, 1960 concerning Oregon Project U-155(7), S.E. 9th St.-S.W. 4th St. (Pendleton) Sec., Pendleton-John Day Highway.

Porter

RECEIVED
NOV 17 1960

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

7-29 (9)

58 11

November 16, 1960

Mr. C. G. Pole, Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Right of Way Status
Sugarloaf Mountain-
King Creek Section
Coos Bay-Roseburg
Highway
Coos County

Dear Sir:

Letters of legal offer have gone out to cover the four files yet outstanding.

Those files are as follows:

No. 31637	Koch and Brown	$ 250
No. 31638	Brown	2,200
No. 31639	Koch	5,200
No. 31640	Middaugh	7,200
	Total	$14,850

Complaints will be filed on November 18, 1960.

Very truly yours,

WALTER T. WRIGHT
Right of Way Engineer

WTW:zw

cc Mr. Forrest Cooper✓
Mr. L. I. Lindas
Mr. R. L. Porter

NOTED

RECEIVED

I-5-3(16) Rice Hill-N. Oakland Sec., 1960
145 Pacific Hwy. (Grad., Pav., &
#5812 Sign.) Folder # 1

C&A 2315 2-.60

JAN 6 - 1969

FORM E-20 25M 9-61 82316

I-5 3(12)
5812

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 10, 1962

SUBJECT: Rice Hill-N. Oakland Jct.
Contract No. 5812
Contaminated 3/4"-0 material

To: L. R. Chandler
Division Engr.

Pursuant to Mr. Rulien's verbal request of this date, the following is a summation of events pertaining to the contractor's actions regarding the 3/4"-0 levelling course material of this project.

On Saturday, Sept. 8, 1962 at 1:30 a.m. Inspector J. Buren observed reject material being placed in previously tested good 3/4"-0 crushed rock. A State police officer also observed a front end loader in the reject pile at 6:20 a.m. on the same day.

Monday, Sept. 10, J. Buren and myself inspected reject pile. The area where Buren observed the loader was definitely in the heart of the pile.

Letter was sent to the Houck Corp. Salem office and a copy handed to J. Houck to cease hauling the dubious 3/4"-0 material. No tickets were issued for this contaminated material.

J. Houck claimed that he had mixed only 150 cy. of good 3/4"-0 rock with the previously tested legitimate 3/4"-0; that the 150 cy. was good material which C.T. Houck had left adjacent to the reject pile. This was discounted by the inspector, J. Buren who was at the plant at the time of the crushing. J. Houck's explanation of why he was handling material twice and at 1:30 in the a.m. was very vague.

J. Houck insisted that the 3/4"-0 would still pass specifications. In his presence, samples were taken of both reject and 3/4"-0 piles on the afternoon of Sept. 10, 1962. None of these samples passed specifications.

After word of the contractor's actions of Sept. 8 got circulated, Mr. George Colebank, E.T. I computor who was being utilized weighing trucks as a scale directly across the highway from the 3/4"-0 stockpile, came forth with this statement: ....."While weighing rock at the scalehouse at Turkey Hill Sat. morning, Sept. 1, 1962, I observed that at that time the 3/4"-0 rock stockpile was very nearly depleted. I would estimate that at that time there was not more than 10 or 15 truckloads remaining in the pile. At that time it also appeared that nearly all

FORM E-30 35M 9-61 93219

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 10, 1962

SUBJECT: Rice Hill-N. Oakland Jct.
Contract No. 5812
Contaminated 3/4"-0 material

To: L. R. Chandler
Division Engr.

of the rock remaining on the cut slope above the pile would not make more than two truckloads....."

Doubling Colebanks estimate would put approximately 300 tons in the pile. Approximately 1,600 tons were placed on the road Sept. 1 through Sept. 7, 1962.

Approximately 650 tons of dubious 3/4"-0 was placed on Sept. 12 contrary to my letter of Sept. 10. J. Houck had phoned and said that he wanted to haul about 6 loads in order to finish a certain section and which would allow for a more continuous paving operation and minimize his down time on his A.C. operations. As the results of the tests of the samples taken on Sept. 10 had not been received and J. Houck was so certain that they would pass, I deemed it prudent to allow him to haul the 6 loads. He didn't stop at the 6 loads but continued to haul until the 3/4"-0 pile was exhausted. No material receipts were issued.

On Sept. 17 after confirmation that the 3/4"-0 material did not meet specifications, the contractor was informed that no A.C. would be placed over areas as yet unpaved and which contained contaminated 3/4"-0 material. Contractor was stopped on Wed. Sept. 19 from paving the Ls shoulder (10') sta. 1387 to 1480 until objectionable material was removed. He is claiming one hour down time for his A.C. operation. The bad 3/4"-0 was removed and the shoulder was paved Sept. 25.

Five additional 3/4"-0 samples taken from shoulder berms at various locations also failed to pass specifications. One of the samples was from material place prior to Sept. 8 and four were from materials placed on Sept. 8 or later. It is my opinion that in order to obtain truer representative samples that the A.C. should be cut and 3/4"-0 samples taken from under the A.C.

FORM E-90 25M 9-61 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 10, 1962

SUBJECT: Rice Hill-N. Oakland Jct.
Contract No. 5812
Contaminated 3/4"-0 material

To: L. R. Chandler
Division Engr.

Roy Houck Jr., in L. W. Rulien's office late in Sept. admitted supplementing the 3/4"-0 with rejects, but claimed it occurred only on Sept. 8. Up to this admission, J. Houck kept insisting that he only added 150 cy. of what C.T. Houck had told him was good tested 3/4"-0 material. After Roy Jr's. visit to Mr. Rulien, J. Houck, while not really admitting anything, also took the stand that no rejects were added after or before Sept. 8.

Copies of all correspondence relative to this matter is attached.

J R Hagedorn
J. R. Hagedorn
Res. Engr.

attach.

RECEIVED
DEC 12 1962
OFFICE OF
STATE HIGHWAY ENGINEER

ROY L. HOUCK SONS' CORPORATION
HEAVY CONSTRUCTION CONTRACTING
1585 20th STREET N. E.
SALEM, OREGON
JUstice 1-1398

October 19, 1962

Mr. John Hagedorn
Resident Engineer
Roseburg, Oregon

Re: Rice Hill-N. Oakland Jct.
Contract No. 5812

Dear Sir;

Reference is made to your letter dated October 8, 1962 witholding payment of 3/4-0 material prior to September 8, 1962.

Witholding payment based on supposition rather than fact is unjustifiable and we go on record as protesting this action.

As you have taken this action we assume that you are prepared to support your position with factual evidence.

We again reaffirm our position that prior to September 8, 1962 no materials of any nature were added to the sampled 3/4-0 pile.

Very truly yours,

James E. Houck

JEH/aa

cc; Division Engineer
Construction Engineer

FORM 8-1292 10M 6-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
[redacted]
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
[redacted]

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

Roseburg, Oregon
Sept. [illegible]

Roy L. Houck Sons' Corporation
1545 N. 20th Street
Salem, Oregon

Re: 3/4"-0 Materials
Rice Hill-N. Oakland Jct. Sec.
Contract No. 5812

Gentlemen:

This letter relates to the irregularity of your operations of September 8, 1962 when it was observed that screen rejects having high P.I. and L.L. and obviously non-acceptable were being added to a stockpile of suitable and tested 3/4"-0 leveling course material at Turkey Hill. The observed operation took place about 1:30 P.M., Saturday, September 8, 1962.

Obviously, we find it most regrettable that an incident of this kind should take place on a project and that a corporation of your size and stature should consider or condone doing business in this manner.

After the contamination of the 3/4"-0 material, Mr. James Houck was advised that no more of this material should be placed on the road and that samples from the pile would be submitted to the lab for testing. Several samples were taken in the presence of James Houck and all failed to meet our specifications. Mr. James Houck, however, despite our advice, chose to continue placing this material prior to our receiving results on the samples from the Salem laboratory.

This will confirm our previous conversations that no tickets were issued for the material so placed which amounted to 1414 tons, and that no payment will be made. This will also acknowledge that you removed the portion of this material which was placed between Chenoweth Park and Turkey Hill on the outside 8' shoulder.

Despite your protestations to the contrary, we would be remiss in our duties if we did not become concerned lest this contamination had been undertaken at odd hours prior to the observed incident of September 8, 1962. The quantity of suitable material in this 3/4"-0 stockpile was considerable until about September 1, 1962 and we do not consider it likely that rejects would have been noted earlier than this date.

So that there will be no question concerning the possibility of payment for non-specification materials, I have directed Mr. John Hagadorn to withhold from your progress estimate 1661 tons of 3/4"-0 material, which is the amount placed between September 1 and 6.

We anticipate further sampling of the materials on the road by our Department and the Bureau of Public Roads and due to these regrettable circumstances recommend that no payment be made for these questionable materials.

Please acknowledge this letter.

Very truly yours,

L. M. Mullen
Asst. Division Engineer

LMM:ds
cc: J. E. Hagadorn
F. D. Morgan

FORM 2-202---20M---5-60 40000

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 5, 1962

SUBJECT: Rice Hill-N. Oakland Jct. Sec.
Contract No. 5812
~~Sample~~ and Contaminated Materials

To:

Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

Attention: Mr. L. W. Rullen

This is to confirm a telephone conversation held with Mr. Larry Rullen October 5, 1962 regarding the following items:

1. It has been decided that 1,414 tons of contaminated 3/4"-0 shoulder materials placed at various locations on this project between the period of September 8 to 12 that no payment would be made for these materials even though they were placed on the road.

Placed before [illegible] came in contamination to [illegible] [illegible]

2. Approximately 1,621 tons of 3/4"-0 materials placed on the road during the period of September 5 to 8 will be withheld from the contractor's estimate pending results of a field inspection in depth in these areas.

3. It is anticipated that the asphaltic concrete pavement over the areas on which possibly contaminated materials were placed that the contamination would be of such a minor nature that the asphaltic concrete would be acceptable throughout the project. However, it is intended to withhold final payment to the contractor for this project pending a two-year trial service period to make sure that no damage is progressively apparent under traffic.

4. Regarding approximately 2,000 lineal feet of 24-foot concrete on the southerly portion of the northbound lanes in the vicinity of Chenoweth Park, the contractor will be advised to either: (a) tear the concrete out and replace with satisfactory portland cement concrete pavement; (b) acquire grinding machinery which will provide a satisfactory surface on the presently cast portland cement concrete; or (c) place on this area an asphaltic concrete overlay using probably 1/2"-0 materials in a lift of approximately one inch thickness, from shoulder to shoulder at the contractor's own expense.

These items are set forth to clarify a telephone conversation and to

C

make a record of what has transpired to this time and to rectify inconsistencies in this contract.

F. D. Morgan
Construction Engineer

FDM:fp

cc R. L. Porter
G. W. Harra
J. R. Hagedorn

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Oct. 1, 1962

SUBJECT: Rice Hill-N. Oakland Jct. Section

To: R. Chandler
Division Engineer

O F F I C E

This is a report of the locations placed of the dubious 3/4"-0 material and supplements my "Report on Suspected Spec Violation" of September 28, 1962.

September 5, 1962: 133 tons on "D" and "C" lines of Chenoweth Park interchange. This material was used for spotting the entire roadbeds. The "C" line has been paved in its entirety. The "D" line has not been paved as of this writing (10/1/62).

September 5, 1962: 197 tons on the L^R shoulders 1493 to 1504. This material used to bring existing shoulders to grade. This shoulder has been paved.

September 6, 1962: 465 tons in the median 1480 to 1504. New construction - has been paved.

September 7, 1962: 320 tons on the "CR" line 11+00 to 21+00 at Chenoweth Park interchange. Material used for complete leveling course. New construction - has been paved.

September 7, 1962: 506 tons on the existing L^R shoulder 1491 to 1531. Material used to bring existing shoulders to grade. Sample of material from berm outside of paved shoulder L^R 1529+20, Lab. No. 612340, shows high P.I. and L.L.

Total tons placed Sept. 1 to Sept. 7, 1962 = 1621 tons.

September 8, 1962: 86 tons on the "CR", "A", and "B" lines. Material used for spotting shoulders. Shoulders have been paved.

September 8, 1962: 131 tons on the L^s and L^n shoulders 1477 to 1604. Material used for spotting shoulders. Material on L^s 1477 to 1489 subsequently bladed off and replaced with binder aggregate. Both shoulders paved.

September 10, 1962: 49 tons on "A" and "B" lines. Material used for spotting shoulders. Has been paved. Sample of material from berm outside of paved shoulder, "A"1495+40, Lab. No. 612338, shows high P.I., high L.L. and excess passing 1/4" screen.

September 10, 1962: 81 tons on L^n shoulder Lt.1479 - 1502. Material used for spotting shoulders - has been paved.

September 10, 1962: 30 tons on north entrance to southbound rest area L^s1430. Material used for spotting shoulder of entrance ramp - has been paved. Sample taken from berm outside of paved shoulder, L^s1430, Lab. No. 612339, shows high P.I. and L.L.

September 10, 1962: 387 tons on L^s shoulder Rt. Station 1387 to 1430 and 1445 to 1477. Material subsequently bladed off and replaced with binder aggregate where necessary - has been paved. Samples taken from berm of shoulder, L^s1456+50 & 1470+53, Lab. Nos. 612337 and 612336, show high P.I. and L.L.

September 12, 1962: 258 tons on entrance ramp of northbound rest area and L^n 10' shoulder 1469 to 1477. Material used for entire leveling course on the shoulder and for spotting on the entrance ramp 1469 to 1472. Area has been paved.

September 12, 1962: 48 tons on L^s shoulder spotting 1453 - 1470. Scraped off and paved.

September 12, 1962: 344 tons on acceleration lane L^n1450 - 1461 - new construction - has been paved.

Total tons placed Sept. 8 to Sept. 12, 1962 = 1,414.

J. R. Hagedorn
Resident Engineer

JRH:ds

FORM E 803- 80M -6-61- 10663

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 28, 1962

SUBJECT: Report on suspected spec violation

To: L. R. Chandler
Division Engineer

This is a report concerning the integration of screen reject material with previously tested, and considered good, 3/4"-0 levelling course material. The screen reject material was scalped on a 1" screen during the production of base and levelling course from the Turkey Hill Quarry.

At about 1:30 a.m. Saturday September 8, 1962, John Duran, ET I Inspector was returning to Roseburg after the completion of the night shift on the grading of the Yoncalla Interchange-Rice Hill Section. Upon arriving at the 3/4"-0 stockpile just south of Turkey Hill, Duran observed a frontend loader digging into the center of a screen reject pile; loading this material into two dump trucks which then dumped the rejects into the supposedly good 3/4"-0 levelling course material. Duran drove by the area three times to make certain of his observations. The following Monday, September 10, 1962, Duran and I inspected the reject pile and the spot where Duran indicated the loader was digging was definitely in the heart of the pile.

After further investigation, I have reason to believe that the Contractor's action of supplementing the 3/4"-0 with rejects might not have been confined to the 1½ hours early Saturday A.M., September 8th to which James Houck has admitted. One of our State Policemen told me that a loader was being operated in the reject pile at approximately 6:20 A.M., Saturday, September 8th, 40 minutes before the beginning of the regular shift.

George Colebank, ET I Computer, working on the scales directly across the highway from the 3/4"-0 stockpile, noted on September 1, 1962 that there was only approximately 10 to 15 loads of 3/4"-0 left. While it is possible for Colebank to have underestimated the amount of material in the stockpile, there is no doubt in my mind that both Duran and Colebank have honestly stated their observations. Assuming that there was twice as much material in the pile than Colebank estimated, this amount would be 200 to 300 tons. Since September 1, 1962 approximately 3,000 tons have been placed in various places on the road. Since September 8th approximately 1,400 tons have been placed.

Six test samples of the suspect 3/4"-0 were taken on September 10th by myself in the presence of Mr. James Houck. None of these samples passed specifications. An additional seven samples were taken from the shoulders in places where the material was placed after September 1, 1962; none of these samples passed the specifications for PI and LL.

As Mr. Rulien has pointed out to me, any suspicions prior to September 8, 1962 would be closer to hindsight conjecture so, therefore, the following are locations where the dubious 3/4-0 material was placed after September 8, 1962.

Of the 1,400 tons hauled after September 8th approximately 600 tons were placed on the acceleration and deceleration lanes to the North bound rest area and the adjacent 1" 10 foot shoulder. The remainder, or 800 tons, was used in spotting shoulders, mostly on the 1" 10 foot which subsequently has been bladed off, and on the A & B legs of the Chenoweth Park Interchange.

Mr. J. E. Houck contends that only 150 cubic yards of material was hauled from the reject pile into the 3/4-0 pile. He further contends that his brother, C. T. Houck, piled the 150 cubic yards of good 3/4"-0 at the reject pile and that was the only material that was put into the 3/4"-0 pile. Baron, who also shook samples at the crushing plant recalls no such action. Mr. Houck's explanation of why he transferred the so-called good 150 cubic yards at 1:30 a.m. instead of handling it only once during regular working hours was rather vague.

John L. Hagedorn
Resident Engineer

JH:me

FORM [illegible]

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Roseburg
September 2[illegible], 1958

Re: Rice Hill-N. Oakland Jct.
Contract No. [illegible]

Roy L. Houck Con's Corp.
[illegible] - 20th St. N. E.
Salem, Oregon

Attention: J. Houck

Dear Sir:

After our inspection of the shoulder area of the La 1307 to 1308, you were informed that since you had scraped off the objectionable material, you could pave it at your convenience. This letter confirms the above.

There still appears to be a small amount of what I consider objectionable material on the shoulders. However it is so thoroughly integrated with what was the original shoulder material, further attempts to remove the small amount that remains would not be practical.

This letter does not change my opinion, as stated in my letter of September 2[illegible], 1958, as to the validity of your [illegible] o-peration down time claim.

Very truly yours,

J. R. [illegible]
Res. Engr.

cc. J. Houck
L. E. [illegible]

ROY L. HOUCK SONS' CORPORATION
HEAVY CONSTRUCTION CONTRACTING
1585 20th STREET N. E.
SALEM, OREGON
JUstice 1-1398

September 19, 1962

Oregon State Highway Dept.
P. O. Box 550
Roseburg, Oregon

Attention: Mr. Secoy

RE: Rice Hill N. Oakland Jct.
Contract # 5812
Shut Down Time

Dear Sir,

This letter is no notify you of the cost that has been caused by your late notification to us not to pave the ten (10) foot shoulder area located between stations 1500 and 1386 on the south bound main line.

As you know, you and Mr. John Hagedorn were well aware of the fact that we would pave the above mentioned area on Wednesday, September 19, 1962.

Irregardless of this fact, at 10:25 AM this day you informed us that this shoulder was not suitable to pave due to reject material placed on this area, knowing very well that we intended to place the asphalt on this area right after our lunch hour five minutes later, (10:30).

You are also aware, I am sure, that the other inspectors on the job had finally approved this shoulder for paving after we had worked on it three consecutive days to eliminate the hard rolling areas of the old existing shoulders.

Due to the fact that this is a standard practice with you and Mr. Hagedorn, we strongly protest this action and strenuously request that we be supplied with proper engineering.

We hereby render a claim to the state of Oregon for the expense in its entirety for one hour shut down of the asphalt division, plus the reorganization cost to continue our operation.

Very truly yours

James E. Houck

rs/JEH

[redacted]

Roseburg, Oregon
September 21, 1962

Ray L. Houck Sons' Corp.
1585 - 20th Street N. E.
Salem, Oregon

Attention: Mr. J. Houck

Gentlemen:

I am in receipt of your letter of September 19, 1962 wherein you state that, due to my actions, your asphalt division was down for an hour.

Please be reminded that on Monday of this week you were informed that until the business of the non-specification 3/4-0 rock was cleared up no A.C. paving would be placed over areas occupied by the non-specification 3/4-0 rock. Due to the fact that the 3/4-0 rock used to "sweeten" the existing shoulders between Stations 1386 and 1500 was not in specifications, this shoulder cannot be paved until the reject problem is resolved.

The method of resolving the reject problem will be the decision of my Superiors, based in part, on a report which will be submitted by myself as soon as I have accumulated all of the facts. As you know, in addition to the samples taken from what was once considered the 3/4-0 leveling course pile, we also secured samples from material already in place on the project. The results of the testing of these samples are not known to me at the present time. I must have these to finish my report. The latter samples were taken after your statement made in the presence of one of my inspectors that you were certain that the samples taken by you and myself out of the original 3/4-0 stockpile would pass specifications because the material you hauled from the reject pile into the original 3/4-0 pile was already in place on the project.

Because all of the sampling, testing and delay was precipitated by your own actions which contaminated the 3/4-0 crushed rock, I submit that your claim for down time, as outlined in your letter of September 19, 1962 is entirely without justification and should be denied. I will recommend same to the Division Engineer.

Please be further advised that the "other inspectors" approved the grade and shape of the shoulders in question. However, the matter of not paving them pending the resolving of the reject problem, was known to you last Monday, September 17, 1962. It was myself who informed you and it was entirely your decision to shape the shoulders.

Yours truly,

John R. Hagedorn
Resident Engineer

[illegible]
CC: J. Houck
L. Chandler

Roseburg, Oregon
Sept. 10, 1962

Roy L. Houck Sons' Corp.
1985 20th Street N.E.
Salem, Oregon

Re: 3/4"-0 Level Course Material
Rice Hill-North Oakland Jct. Section
Contract #9812

Gentlemen:

This is to instruct you to cease using, on this project, any material from what has been considered the 3/4"-0 levelling course material which is stockpiled left of the L^R line at approximate Stations 1390 to 1395.

One of our inspectors, at 1:30 A.M. Saturday, September 8, 1962, observed your frontend loader loading two of your dump trucks with material from the screen reject pile which is located left of approximate Station 1383 L^R, and placing the screen rejections with the previously approved 3/4"-0 levelling course material. According to our recent tests, this reject material does not meet the specifications for 3/4"-0 levelling course. The PI value is too high and too much material is retained on the 3/8-inch screen. In view of this, the material now in the pile that has heretofore been considered approved 3/4"-0 material in base is now considered not within the specifications due to the addition of the screen rejections.

If further testing shows the material to be within specifications, it may be incorporated into the work. No futher use of this material will be made until further testing is done. The expense of the testing will not be borne by the State. No material receipts for 3/4"-0 material in base will be issued by this office for material placed after Friday, September 7, 1962.

Very truly yours,

John R. Hagedorn
Resident Engineer

JRH:ds
cc: J. Houck
L. R. Chandler

Form No. E-373—10M—7-58

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FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Rice Hill - N. Oakland Jct. Date Dec. 10, 1962

Highway Pacific Contract No. 5812

County Douglas Kind of Work Grade, Pave & Sign Contractor Roy L. Houck Sons' Corp.

Contract Amount $1,581,649.35

Expected over-runs and under-runs in contract items:

Major items, itemized:

	Quantity	Unit Price	Amount
Item 4. Gen. Exc, Uncl.	13,500	.24	+ $3,240.00
Item 45. Coarse Crushed Mtl. in Base	620	1.21	+ $750.20
Item 47. Sprinkling	19,000	2.00$	- $38,000.00
Item 58. Portland Cem. Conc. Pvmt.	303.36	3.89	- $1,180.07
Minor items, unitemized algebraic total			-$31,989.02

Subtotal	$ -67,178.89
Approved work orders (Price, extra work and state force orders)	$ 215,811.02

Expected over-runs and under-runs in work orders:

Major items, itemized:

	Amount
E.W.O.#1 Flagging	+$5,000.00
E.W.O.#5 Exc. Exist. Rdbd.	+$2,293.70
E.W.O.#6 Const. Detour Rd.	+$6,098.57
E.W.O.#13 Furn. & Place 3/4"-0 Level Course	+ $21,444.84
P.A. #8 Asph. Conc. Mix	- $14,581.20
Minor items, unitemized algebraic total	+ $2,602.55

Subtotal	$ +22,858.46
Authorization for engineering	$ 129,582.75
Expected over-run or under-run of engineering authorization	$ +36,417.25
Costs not included above (explain)	$
Allowance for future contingencies (———% of work remaining)	$
Credits to come from transfers and deductions	$
Present estimate of project cost	$ 1,919,139.94

Brief Statement of principal causes of over-run:

The addition of approximately $188,600.00 of unanticipated E.W.O.'s and P.A.'s accounts for all of the overrun.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 1,822,257.39
Present estimate of project cost	$ 1,919,139.94
Expected over-run (Amount)	$ 96,882.55
Expected over-run (per cent)	5.32

Space to right of this line is for use of Salem office.

Submitted by: J. R. Hagedorn
Resident Engineer

Confirmed by:
Division Engineer

Noted by:
Asst. Construction or Bridge Engineer

Noted by:
~~Deputy or~~ Assistant State Highway Engineer

State Printing 86719

FORM E-123X 100M 4-62

COMMISSIONERS
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PORTLAND

FLOYD QUERY, SECRETARY
SALEM

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STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

November 28, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

Subj: Wage Rate Compliance
Rice Hill-N. Oakland Jct.
Pacific Highway
Oregon I-5-3(16)145

In accordance with your letter of November 9 we have had an investigation made of the possible wage rate violation on the subject contract. I am attaching copies of letters from Mr. J. R. Hagedorn - Resident Engineer, and Mr. J. F. Putnam - Ass't Division Engineer indicating that the man in question had been paid in accordance with the work he had been doing.

We would appreciate a decision from your office on the matter referred to in the last paragraph of Mr. Putnam's letter.

Very truly yours,

F. D. Morgan
Construction Engineer

by

R. L.

Edwin A. Pease
Construction Office Engineer

EAP:db

Attach.

cc: Mr. R. L. Porter ✓

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NOV 29 1962
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-30 10M 9-62 43908

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Nov. 27, 1962

SUBJECT: Wage Rate Compliance
Rice Hill-N.Oakland Jct. Section
Contract 5812

To: F. D. Morgan
Construction Engineer
Salem, Oregon

In compliance with Mr. E. A. Pease' letter of November 16 for a report on wage rate compliance on a Mr. Robert Reichel who is working on subject project, we enclose a copy of Mr. Hagedorn's report.

In essence, Mr. Reichel was paid the minimum wage rate, or more, on the day in question. However, in investigating this matter, it was learned that the truck is used approximately 15 to 30 minutes each day for the purpose of distributing materials throughout the job, and the operator is not paid truck driver wages for this short length of time. However, on the days that the truck is used quite extensively for picking up debris and other matters, the driver is paid driver wages.

Would you please get a decision from the Bureau as to whether it is necessary for the contractor to pay truck driver wages for the 15 to 30 minutes that the truck is used on the days that he is distributing material only. It is our understanding that the contractor has an agreement with the union allowing him to do this with the payment of driver wages.

J. F. Putnam
Asst. Division Engineer

JFP:ds
[illegible]

CONSTRUCTION DIVISION
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FORM 6-30 20M 9-61 83910

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
November 26, 1962

SUBJECT: Wage rate compliance
Rice Hill-N. Oakland Jct.
Contract No. 5812

To: L. R. Chandler
Division Engr.

The following is a report of an investigation of what appeared to be a minimum wage rate violation on the subject project by subcontractor McWaters Construction Co.

Mr. R. Reichel, the man in question, was paid $3.48 per hour on Oct. 31, 1962, the day of Mr. Hossner's interview. This is the union wage rate for a "solo flatbed truck 0 - 10 tons". The minimum wage rate under the contract for this classification is $3.25 per hour.

Mr. Reichel had worked as a general laborer up to Oct. 30 and had assumed that he would continue as a general laborer because the work he was doing was predominately that of a general laborer.

McWaters Construction Co. payroll transcript for the week ending Nov. 3, 1962 shows Mr. Reichel as receiving $3.48 per hour. I spoke with Mr. Reichel Nov. 23, 1962 and he confirms this pay rate.

While taking with Mr. Reichel and his foreman, Mr. Alexander I questioned the payrolls prior to the one mentioned above. I pointed out that no truck drivers were listed and that a flatbed truck was used almost every day that work was performed. Mr. Alexander said that the flatbed was used for transporting some of the men to work and then used only 15 - 30 minutes each day except for those days that it is used for picking up the excess material. From personal observations I can say that this is true.

Mr. Alexander offered to pay retroactive for the off minutes of truck driving that is involved. I told him to hold off until I could get some sort of ruling on the matter. Please advise.

[illegible]
Res. Engr.

FORM CD-121 (9-23-59)
(PRES. BY A.O. 208-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 9, 1962

FROM : A. W. Parsons, Division Engineer
08-35.4-DB Salem, Oregon

SUBJECT: Oregon Project I-5-3(16)145
Rice Hill-N. Oakland Jct.
Wage Rate Compliance

During a recent inspection of subject project, a representative of this office detected what appears to be a minimum wage rate violation by the McWater Construction Company, approved subcontractor for installation of guard rail and median barrier.

A three man crew using a 1-1/2 ton flat bed truck was observed cleaning up excess material which was left over from the installation of median barrier posts. This excess material was being loaded on the truck and hauled to a disposal area. This three man crew was observed doing this work on both October 30 and 31.

One member of the crew, Mr. Robert Reichel, was interviewed for wage rate compliance on October 31. He said his classification was general laborer and that he received $3.00 per hour. Upon further questioning it developed that all three men were being paid $3.00 per hour and were all classified as general laborers. Mr. Reichel stated that he drove the truck when necessary. This was quite frequent in order to accomplish the work being performed.

This indicates an apparent violation of the predetermined minimum wage rates. Your resident engineer, Mr. Hagedorn was verbally informed of the apparent violation. Please furnish this office a report of Mr. Hagedorn's findings and the actions taken thereon, in accordance with PPM 20-10.1.

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FORM E-30 50M 11-58 15890
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[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 28, 1962

SUBJECT: B.P.R. Inspection Report
Rice Hill-N.Oakland Jct.Proj.

To: Rod Porter
Office

Reference is made in the subject report under item 8, "Project Control", paragraphs 8, 9, 10, and 11, page 7, to the excessive addition of 3/8-0 natural sand. Clearification as to why any of this supplementary material was added is as follows:

Prior to the start of plant mixing a price agreement was consumated requiring 11,000 tons of asphaltic concrete to be produced in addition to the contract requirement of 40,000 tons. At this time the Contractor had produced the fine aggregate ($\frac{1}{4}$-0) in a quantity theoretically sufficient for 40,000 tons of paving mixture. Since it was claimed that insufficient source material was available to produce $\frac{1}{4}$-0 for the additional 11,000 tons other fine aggregate had to be obtained. In the production of Portland Cement Concrete aggregate the Contractor produced an excess of 3/8-0 natural sand from which most of the fine material passing the #80 had been washed out, as required for Portland Cement Concrete. This natural sand could not be used alone as $\frac{1}{4}$-0 fine aggregate for the additional 11,000 tons of asphaltic concrete because of the deficiency of passing #80 material. It could, however, be blended with the crushed $\frac{1}{4}$-0 to make a composite $\frac{1}{4}$-0 satisfactory for use provided the ratio of natural sand to crushed $\frac{1}{4}$-0 was approximately 1 to 4. Such a ratio of blending at the paving plant would theoretically provide sufficient composite $\frac{1}{4}$-0 for the total 51,000 tons of pavement mixture.

The reference in the subject report to the inspectors concern about excess sand in the cold feed refers to the ratio of natural fine aggregate to crushed fine aggregate. Exceeding the 1 to 4 ratio did not produce excess total fine aggregate but made it possible for there to be a deficiency of passing #80 fine sand.

G W Harra
G. W. HARRA
Engineer of Materials

GAW:arn

c.c. Tom Edwards
F. D. Morgan
G. L. Decker

NOTED
TOM EDWARDS

RECEIVED
NOV 29 1962
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-90 50M 8-62 43908

5812

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 27, 1962

SUBJECT: Pertinent Data from Files
Rice Hill-N. Oakland Junction
Contract No. 5812
(Contaminated Crushed Rock)

To: Mr. R. L. Porter
Assistant State Highway Engineer

BUILDING

September 8, 1962 - At 1:30 A.M. mixing of rejects with 3/4"-0 stockpile was observed. Contractor was advised that material was considered suspect and no tickets would be issued until samples were taken and results obtained. 1414 tons of 3/4"-0 were placed in this manner. Test results proved the material unsatisfactory and 435 tons, all that had not been paved over, were removed from the road. Use of material from this stockpile was discontinued.

In addition, it was suspected the material placed from this stockpile between September 1 and September 8 might have been contaminated. With no direct evidence of this payment has been withheld on 1621 tons until proper disposition has been determined.

In summary, 3035 tons of 3/4"-0 material have bean placed by the contractor, with payment withheld. Of this total, 435 tons were removed at the contractor's expense. The remainder has been paved over. The amount of A.C. pavement over suspect material is as follows: before September 8, 2066 tons, after September 8, 1165 tons, for a total of 3231 tons.

The above is documented by letters from L. W. Rulien, Assistant Division Engineer, to F. D. Morgan, from John L. Hagedorn, Resident Engineer, to L. R. Chandler, and by a placement chart prepared by Hagedorn. These are attached.

By letter of October 5 to L. R. Chandler, F. D. Morgan anticipated that the possibly contaminated material was placed in such a manner as to not jeopardize the serviceability of the A.C. pavement above it, but intended to withhold final payment for a two year period. Some $80,000 is being held until decisions are made. A copy of this letter is attached.

G. L. Decker

G. L. Decker
Field Construction Engineer

GLD:bjh
Attachments

JAN 6 - 1963

FORM E-30 50M 5-62 41906

I-5-3(16)
5812

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 27, 1962

SUBJECT: Rice Hill-N. Oakland Junction
Contract No. 5812
A. C. Pavement, B.P.R.
Inspection in Depth

To: Mr. R. L. Porter
Assistant State Highway Engineer

BUILDING

Replies to Bureau of Public Roads "Inspection-in-Depth" of October 4th and 5th by L. R. Chandler and L. W. Rulien were handed you this morning. Replies by G. W. Harra and Oscar White had reached you directly.

To supplement these reports additional data are attached, as follows:

1. Copy of B.P.R. Inspection-in-Depth Report.

2. Summary of Plant Inspector's Tests (Kandle)

Gradation and asphaltic content are itemized for 72 samples. A relatively small per cent of individual samples are out of job mix requirements, with the averages being all within, with the exception of asphalt content which is 0.4% over. In this respect, it should be remembered the Plant Inspector makes no allowance for moisture.

3. Copy of O. A. White's letter of October 31, 1962, concerning quality of asphaltic concrete in terms of gravel equivalency.

4. Copy of O. A. White's letter dated August 29 to Houck & Sons' re-plant operation.

5. Copy of John R. Hagedorn's letter dated September 27 to Houck & Sons' clarifying authority of Plant Inspector.

6. Summarization of Laboratory Test Results

Gradation and asphaltic content are itemized for 82 samples. This summary reveals deviation from tolerances in many instances with the deviation being for the most part very minor. The average of all tests fall within job tolerances. This includes asphalt content.

7. Copy of Oscar White's letter of October 5 regarding gradation of B.P.R. Belknap Springs A. C. surfacing project. This shows 25 of 30 samples out of general specification range.

8. Copy of Oscar White's letter of October 31 regarding gravel equivalent on B.P.R. Belknap Springs job.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Field Construction Engineer

GLD:bjh
Attachments

JAN 6 - 1969

FORM E-80 10M 5-62

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Nov. 26, 1962

SUBJECT: Comments on Bureau of Public Roads Inspection-in-Depth by Glen Hossner, Area Engineer, Report A.C. Production Rice Hill-N.Oakland Jct. Section Pacific Freeway

To: F. D. Morgan
Construction Engineer
Salem, Oregon

As stated in Mr. Hossner's report, the original contract provided for the production and placement of approximately 40,500 tons of Class B asphaltic concrete. This was later supplemented by Price Agreement No. 8, approved by the Bureau of Public Roads on August 28, 1962, and providing an additional 11,000 tons of A.C. mix at the contract unit prices. However, this Price Agreement was negotiated on the basis that it would be valid only if enough material was available to the contractor from his Calapooya Creek base of crushing operations. It was also understood that three sizes of aggregate, insteadof the specified two, were to be used and this, I believe, had the verbal approval of Mr. Reidl. As stated by Mr. Rulien, in his memorandum to myself of November 23, 1962, the negotiations for the additional 11,000 tons were complicated by hesitancy on the part of the contractor to sign the Price Agreement. He is notoriously slow and difficult in negotiating Price Agreements, often refusing entirely to do so, but in this case he had legitimate reasons for hesitating since no one was sure, and at times it appeared doubtful, that he had enough material in the Calapooya Creek sources to finish his A.C. work and his Portland cement concrete. He also wished to make sure that he was not penalized for non-completion in the allotted workdays on the Goshen-Cottage Grove contract, on which he also holds a contract. Eventually, it became apparent to the contractor that he would probably have a surplus of 3/8"-0 concrete sand sufficient to supplement his specified sizes of $\frac{3}{4}$"-$\frac{1}{4}$" and $\frac{1}{4}$"-0 and produce the required total amount. A mix was designed by the central laboratory and had, I believe, the concurrence of the Bureau of Public Roads in varying from the specified two sizes. It was also understood that it was valid only so far as materials were available from the Calapooya Creek source.

It is necessary, at this point, in order to explain the introduction of some of the following material, to state that Mr. Hossner's report, in general, reflects a lack of understanding, or approval, of anything that is not specifically stated in the specifications. He also infers, and the inferences have the effect of stated facts on matters which are apparently beyond his knowledge, i.e., paragraph 4, page 2 of his report, wherein he states that "it appears that the approach on this project has been to avoid conflict with the contractor at the expense of nearly two months production and placement of asphaltic concrete". This is completely incorrect. Businesslike, and if possible, friendly negotiations on any controversial subject are always desirable over conflic but it has not always been possible to approach controversial subjects with the contractor in that manner and hundreds of conflicts have been resolved by the engineering crews and staff on the basis of what is proper for the work itself. At no time was any deliberate easing of specifications made in order to avoid a possible conflict or the displeasure of the contractor.

The next paragraph on the same page of his report states in part "continued production of non-specification material..........suggests a possible lack of control over this particular, uncooperative contractor......" A fact that has been substantiated on various occasions on recent years." It is felt that the State should take immediate steps to tighten and strengthen their control over this contractor".

Mr. Hossner has just discovered a truth which has been evident for years and we have been exercising control over this contractor, and others, all the time that he has been in this Division. It is true that many times he has been able to show that specifications did not require this or that and various solutions were used in those cases. It is not necessary to assign special "Tenacious Resident Engineers and Inspectors to control construction activities on projects under contract of this contractor". We have been teaching and furthering the experience of all grades of engineers for several years and will continue to do so. Page 4 of Mr. Hossner's report states in part that Price Agreement No. 8 provided for payment of the additional 11,000 tons of asphaltic concrete at contract unit prices and that this same Price Agreement set forth that the additional material produced was to meet pertinent project specification requiremenets. This is true in part, but entirely forgets that the Price Agreement allowed and stated that the contractor would use three sizes of aggregate instead of the two given in the pertinent project specification requirement. (See Mr. Rulien's memorandum to myself dated November 23, a copy of which is attached.)

To myself, one inference from the inspection-in-depth report is that one mix is set for different courses of the job by the central laboratory and that is followed. It is my belief, based on several years with this kind of work, that there are many job mixes on each project. The plant inspectors vary them from day to day and within the same day as the grading or other governing characteristics of the aggregates vary and it should be stated that at times these design mixes carry them slightly beyond the limits set forth in a part of the specifications. However, I believe that our laboratory and their plant men are capable of giving us a better mix when they are allowed to completely use their knowledge of mix design, even when it does take them slightly beyond exact limits of the specifications. It is better than if they are required to exactly follow specifications as written. I will add that almost without exception that this has proved to be the case. I, on this particular job, at no time had qualms about the quality of the mix as given to us for placement on the street. Mr. White's tabulation of gravel equivalencies, dated October 31, 1962, seems to bear this out, at least in a large part. Mr. Hossner has (documented deviations from specifications.) Our weakness is that we did not at the time we made mix changes document those also. They will have to be taken from reports of the plant man, which we do not have, or from the daily mix reports. It has not, until this job was well along, been our practice to analyze mix design, that having been the responsibility of the lab and their field men. The Assistant Highway Engineer advised me late on this project that we were to take the responsibility for this and we did so. On my instructions, the Resident Engineer immediately gave the contractor a letter advising him that this would be the case. I did not intend, and do not now intend, to take over the mix from the laboratory men but they must keep us advised and document changes, also discuss them with us at an early time. It should also be stated that there has been no lack of cooperation between the laboratory, the laboratory field men, our field crews, or the Division staff. There may have at times been a lack of coordination, or the impression of that, due to the fact that both the laboratory and the field had different areas of responsibility.

Many tests, which are out of the specifications in gradation, are of a minor nature, even as reported by Mr. Hossner, and are not beyond the range which would show improper work. The design of asphaltic concrete mixes is not such an exact science that exact limitations by specifications can properly be defended as being the dividing line between good and bad material. This does not mean, however, that "anything goes". Constant, and if necessary, "tough" inspection and control are a necessity and I believe have been exercised. This particular area engineer does not, while on the job, reveal the same attitude as shown in his report. If operations, or subjects which he believes need correction, were discussed by himself on the job, most if not all of them, could be explained so that even he can understand them.

In regard to the responsibility for the production of the mixed material at the plants, I believe a letter should be given over the signature of someone in the headquarters staff controvening article 4.8.-5 of the new manual under which both the laboratory and ourselves have been operating. It is probably better that we abandon this divided responsibility and place it all in the field in order to give authority to quick and effective changes found necessary.

The numbered paragraph 5, on page 4 of the inspection-in-depth report, states in part "the contractor requested and was allowed to make the third stockpile of coarse and (3/8"-0) to supplement the ¼"-0 fraction during the production of the AC mix. The job mix formula was set up accordingly." It should be added that this method of securing the aggregate, by the use of the third stockpile, had the verbal approval of Mr. Reidl, who at that time was covering this job as the Bureau of Public Roads Area Engineer. In other words, it was not a spur of the moment decision made by either the laboratory or Division 3 personnel.

We also note that on page 10, the bottom paragraph of the inspection report, that Mr. Hossner says"2. It should be pointed out that many of the deviations from specifications are quite minor and may have no appreciable adverse affect on the final product, however, the fact remains that the contractor was allowed to continually produce material that did not pass governing specifications. It is recognized that it is virtually impossible to eliminate all minor deviations from specified requirements, however, it is felt that the number of tests which failed to meet specifications on this project far exceeds what could normally be considered acceptable." It is true that many tests failed to meet specifications but subject to possible, but not probable, correction from the laboratory men, it is my belief that they at all times believed that the mix going to the job was suitable.

LRChandler
L. R. Chandler
Division Engineer

LRC:ds
attach.

JAN 6 - 1969

I 53(16)145
5812

Roseburg, Oregon
Nov. 23, 1962

L. R. Chandler
Division Engineer

OFFICE

Comments on
Bureau of Public Roads
Inspection-in-Depth
Report AC Production
Rice Hill-N. Oakland Jct. Section
by Glen Hossner

Reference is made to the subject lengthy report concerning minor deviations from the gradation specifications during the production of the asphaltic concrete on the subject project. Briefly summarized, this report states:

> Numerous minor deviations from the gradation specification occurred during the production of the asphaltic concrete. The minor deviations in themselves are not objectionable, only the number of them. Proper and effective control of the operation did not exist.

The Bureau of Public Roads is, or should be, cognizant of the following:

We were concerned lest the planned thickness of the asphaltic concrete pavement on this project, due to the quality of the base produced from Turkey Hill rock, prove inadequate. Investigations, followed by a meeting on the project with representatives of the Bureau of Public Roads, led to a change in design which would result in an estimated increase of 11,000 tons in the quantity of asphaltic concrete required. It was recognized that this increase in tonnage would greatly improve the strength of the completed roadway and hence would be very desirable.

Negotiations were undertaken with the Houck Corporation to cover payment for the additional A.C. required. These negotiations were complicated (1) by a hesitancy on the part of this contractor to sign a Price Agreement, (2) by a shortage of materials in the contractor's source of aggregates in Calapooya Creek, and (3) by his desire and ours to transfer his crushing operation to the Goshen-Cottage Grove project as expeditiously as possible. Mr. Paul Reidl is, I believe, familiar with some of the difficulties encountered during these negotiations. It appeared at one time that another source of aggregates, at some distance from the project, would have to be found and the work undertaken on a force account basis. Due to the nature of the work, this would have possibly proved prohibitively costly and cumbersome. Eventually, when it became apparent to the contractor that he would have a surplus of 3/8"-0 concrete sand sufficient in amount, if used to supplement his supplies of ¾" - ¼" and ¼"-0, to produce the desired A.C., he signed the Price Agreement at his unit bid price.

This agreement was consummated with the understanding that he could use the three sizes of aggregates listed above rather than the specified two sizes and this proposal had the verbal concurrence of the Bureau of Public Roads (utilizing the three sizes listed also is a deviation from the specifications). It was also understood that the Price Agreement was valid only so far as materials were avilable from the Calapooya Creek source.

Mr. Hossner's report gives the impression that we should all have been alarmed because of the number of laboratory reports indicating that the mix was out of specifications. Sound judgment, and a study of the laboratory reports, reveals nothing to be alarmed about. The deviations are admittedly minor and with a knowledge of the aforementioned negotiations a slight tendency on the part of the contractor to crowd the specs by utilizing the maximum amount of 3/8"-0, thus stretching his total aggregate supply, is both natural and understandable. In this particular instance, it may be stated that it was even practical and beneficial to all parties so long as a good mix resulted.

There is no doubt that specification materials would have been readily obtained if two stockpiles, namely, the ¾"-¼" and ¼"-0, had been used. There can be no doubt that the majority of the minor deviations which resulted were due to the additional feeding of 3/8"-0 material which was necessitated by our desire to improve this project by the increased depth of A.C. and our good sense in taking advantage of the materials available so as to obtain the increased quantity of A.C. at unit prices, thus saving a good deal of money. I believe that an analysis of the costs incurred by the contractor utilizing the three feeds over the two feeds at the plant throughout his asphaltic concrete productions would indicate extra expense, or at least extra difficulties.

I submit that it is an error and not good judgment to evaluate a product on the basis of numbers of tests taken and numbers of tests out of specifications without regard to the amount of deviation and its effect on the product. There is no competent engineer that could state, on the basis of these minor deviations, that the product produced was substandard. In view of the extimuating and understandable circumstances listed above, I believe that Mr. Hossner's report is totally inaccurate and misleading in its implications and should be clarified.

L. W. Rulien
Asst. Division Engineer

LWR:ds

JAN 6 - 1963

FORM 5-30 50M 11-59 15990

[illegible]

5815

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

November 23, 1962
Salem, Oregon

SUBJECT: Inspection Report by
BPR Area Engineer for
Rice Hill - N. Oakland Jct.
Project 1-5-3(16)143

To:

R. L. Porter
Assistant State Highway Engineer
Office

I have read the report made by G.K. Hossner of subject project and consider it very much slanted. It would seem that the stimulus for such might be a combination of knowledge of the Blatnik report and the desire of apeing a Brinkley.

In this report no mention is made relative to the quality of the facility as constructed. Harping is continuously made of the uncooperative contractor and of specification deviations, even though quite minor.

I attempted an explanation to Hossner of the reason for a preference for high rock and low natural sand content in an asphaltic concrete mix. I did not "get throught to him" as he still insisted that if a specification has limits, then the middle of the range is always best. He should try concocting a mixture of iron pellets and cork balls based on a specification by weight, or more realistically a combination of varible size cinder particles.

The report further indicates that the writer is visualizing a role as a reorganizer of our organizational functions. I am quite sure that this is not based on any personal experience which he might have had in phases of construction.

I am enclosing a more detailed resume' by White.

G W Harra
G. W. Harra

cc: Edwards

RECEIVED
NOV 23 1962
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 11-58 15890

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

November 23, 1962
Salem, Oregon

SUBJECT: Inspection Reports by BPR Area Engineer for Projects:
(1) Bellows St.- Spruce St. (Roseburg)
(2) Rive Hill - N. Oakland Jct.

To: G.W.Harra
Engineer of Materials
Office

I have read the two subject reports and have reviewed pertinent data filed in the job folders. Comparisons of statements made and recorded data indicate condemnation by personal extravagance of inference and exaggeration as follows:

1. First paragraph Item 3 of report (1). There was no "reblending" of existing stockpiles. The original ¼ - 0 stockpile of river gravel was short of fine material. Completely new ¼ - 0 was then obtained from quarry rock located at the old Compton quarry north of Roseburg. None of the original ¼ - 0 river gravel entered the mix after the first trial. It is pertinent here to point out that for the sake of a few tenths of a percent of fines a poorer quality ¼ - 0 was used resulting in a poorer quality pavement.

2. Second paragraph Item 3, same report concerning reports of samples. Although official acceptance or rejection is based on central laboratory tests, just as the BPR accepts or rejects on record samples, there was control sampling and testing on the project with results available to anyone concerned. The statement that it takes two weeks for the central laboratory to report a sample is certainly without foundation. Following is a table of dates received and dates reported for all AC samples from this project:

Received		Reported	
9/20		9/21	
9/27	Thursday	10/1	Monday
9/27		10/1	
9/27		10/1	
10/1		10/1	
10/1		10/1	
10/1		10/1	
10/1		10/1	

The first sample was in the BPR office the afternoon of the 21st, five days, including the weekend, prior to the subject inspection.

3. Item 4 of report (2), Rice Hill - N. Oakland Jct.
Second paragraph The inspector always has had "control at the project level".

Third paragraph An opinion not substantiated by previous actions against this contractor. Specifically, 50% increase in mixing time for entire job because of contaminated stockpile on McKenzie River project.

Fifth paragraph. This is an opinion concerning organization and not conformance with specifications or quality of the finished product. It inferes incompetence on the part of the Resident Engineer and the Inspector on this project which is later denied in the report.

Sixth paragraph This is an assumption of a condition that does not exist. The Inspector does have full authority on the basis of his analysis.

Seventh paragraph The quality has been established by applying the latest gravel equivalency formula to a specimen completely within specifications and to nearly all specimens taken at locations indicated as being out of specifications. The results indicate the out-of-specification samples are as good or better than the in-specification specimen in regard to strength or gravel equivalency. In fact the average G.E. obtained in these tests is very nearly the same as that obtained on the AASHO Road Test with use of the same formula and traffic index. The danger in exceeding the specified limit of the large size aggregate is that densification may become difficult. Of 43 routine compaction tests made, 7 were at points indicated as outside gradation specifications. Of the 7 only one (14.3%) was low in relative compaction. This indicates better compaction of the out-of-specification points than the 9 low relative compactions out of 43 for the total project (20.9)%.
The last sentence brings up the question of whether quality is the objective with specification material a minimum requirement, or whether specification requirements are the objective, sometimes at the cost of quality.

4. Item 6. First paragraph There were 4 samples of 3/8 - 0 prior to the start of construction. Further, one of these samples was a composite of approximately 75 seperate samples taken over the total stockpile which the only reliable method of obtaining stockpile representation.

Fourth paragraph The job mix is not constant throughout the job but is changed frequently by the Inspector to meet varying conditions Such changes are indicated on the plant reports.

Sixth paragraph The statements are correct and normally the mix should be set to be within the job tolerance of the overall specifications. However, in this project and some others the mix is set up with high quantity of coarse aggregate and low fine sand in order to obtain strength which is required for the base used and which was obtained on this project as evidenced by the G.E. determined.

5. Item 8 Third paragraph I have never met with any "foggy" conception as to who had authority at the paving plant. There is some misunderstanding concerning responsibility of aggregate production but none of hot mix production.

Sixth paragraph The essence of this paragraph and those that follow is repeated several times and is definitely in error. The Inspector does have authority to reject, he does reject and did so on this project to the extent of 121 tons. These rejections were based on knowledge that the material was out of specifications prior to delivery on the road. In other instances, such as a few percentage points excess $\frac{3}{4}-\frac{1}{4}$ or a few tenths deficient of fine sand, the Inspector can not tell whether the material is in specifications or not until he has run a test which requires a minimum of an hour. By this time the material is placed. Stopping production at this point would serve no purpose for nothing was wrong with the raw material or the plant. The fault was in the operation as indicated by the letter of August 29. Correction could be determined only during production with the answer after the material was laid. For this reason the Inspector did not stop production. The laid material that proved to be out of specifications was to be tested for quality and if found not as good as the in-specification quality, then penalizing action would be taken. The out-of-specification material was tested for quality and was found to be as good or better than the in-specification material. Therefore, no penalizing action was taken.

The remainder of the inspection report is repititious of the above discussed points.

O. A. White
O. A. WHITE
Asst. Materials Engineer

OAW:arr

RECEIVED
NOV 20 1962
FOR FILING

November 20, 1962

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 14 covering the sealing of transverse joints in P.C.C. Pavement on the Rice Hill-N. Oakland Jct. Section of the Pacific Highway in Douglas County, Contract No. 5812, in connection with Federal-Aid Project No. I-5-3(16)145.

It is necessary to clean and seal transverse sawed contraction joints for protection. This work was not called for in the contract. The contractor would not quote a reasonable price for a price agreement.

This work was verbally recommended for approval by the BPR Area Engineer November 13, 1962. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

JAN 6 - 1969 [illegible] C

I-5-3(16)145
5812

477 Cottage Street N.E.
Salem, Oregon

November 14, 1962

Mr. E. H. French, Regional Engineer
Portland, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-3(16)145
Rice Hill-N. Oakland Jct.
Inspection-in-depth

Attached are copies of an inspection-in-depth report by Area Engineer Hussner on subject project. This report covers only the asphaltic concrete production phase of the project.

In our letter of September 28, 1962 to Mr. Cooper we pointed out other apparent deficiencies in this particular project. Following is the current status of the other deficiencies listed in the above letter.

The contractor has at his own expense paved over the roughest portion of the concrete pavement. The overlay consisted of one inch of A.C. pavement over the Northbound lane between stations 1437 and 1479. Grinding will be required in isolated areas on the remaining P.C.C. pavement before final acceptance of the project. The contractor has been so advised by the State.

The State plans to core the sections of P.C.C. pavement which are represented by the test cylinders that indicated a 28-day break of less than the specified 3300 psi. This coring will be accomplished in the near future.

The State has submitted statements from their Legal Counsel and their engineer, who prepared the governing specifications, concerning entrained air percentage in the Portland Cement Concrete pavement. They contend that in a case where the contractor elects to use an air-entrained cement, as was done on this project, that the three percent minimum air-entrainment clause in the general specifications is supplemented. This office does not agree with this interpretation. Our letter to you of October 23, 1962 transmitted copies of the pertinent correspondence, Standard Specifications and Special Provisions and suggested that you obtain an interpretation of their intent from our legal advisors.

The other concern on this project is the intentional contamination by the contractor of a stockpile containing specification base surfacing material with previously rejected material. The contaminated material was later incorporated in the project. The incident was commented on in Mr. Cooper's letter of October 12, 1962 in reply to our letter of September 28, 1962. Copies of these letters have been furnished to your office previously.

We are now attaching copies of the Resident Engineer's report relative to the stockpile contamination dated September 28, 1962, with attachment dated October 1, 1962. Also attached are the State Division office letter to the Construction Engineer dated October 1, 1962, and the State Division office letter dated October 8, 1962 to the contractor.

The Resident Engineer indicates that of the approximate 3,000 tons involved, approximately 550 tons were removed from the roadway and replaced with specification material. The remaining 2,450 tons are still in place.

No payment has been made for the 1,400 tons placed after September 8, and payment was withdrawn from the progress estimate for the 1,600 tons placed between September 1 and September 8. The contract unit price for this material is $1.21 per ton, which amounts to a loss of approximately $3,600.00 to the contractor.

The State evidently feels that this is adequate penalty and is willing to accept the nonspecification material which has already been incorporated in the project and A.C. pavement placed over it. We feel that this is a rather insignificant penalty in view of the infraction involved. In fact, acceptance of the reject material with no payment therefor may have constituted a savings to the contractor. Use of this material alleviated the necessity of returning the crushing unit to the project or obtaining this necessary material from a commercial source. Either alternative would have been more expensive to the contractor than nonpayment for the 3,000 tons of contaminated material.

Moreover, we feel that the above violation was a deliberate and premeditated attempt to defraud the Federal and State Governments. Acts of this nature cannot be condoned, and the resulting penalty for such an act should be sufficiently severe to discourage future re-occurrence. We intend to inform the State that Federal funds will not be allowed in payment for the contaminated material, nor for the pavement placed over this material. Your comments and recommendations on this matter would be appreciated.

Enclosures

GKH/sh

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NOV 16 1962
FOR FI[illegible]

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

November 9, 1962

A. W. Parsons, Division Engineer
08-35.4-DB Salem, Oregon

Oregon Project I-5-3(16)145
Rice Hill-N. Oakland Jct.
Wage Rate Compliance

During a recent inspection of subject project, a representative of this office detected what appears to be a minimum wage rate violation by the McWater Construction Company, approved subcontractor for installation of guard rail and median barrier.

A three man crew using a 1-1/2 ton flat bed truck was observed cleaning up excess material which was left over from the installation of median barrier posts. This excess material was being loaded on the truck and hauled to a disposal area. This three man crew was observed doing this work on both October 30 and 31.

One member of the crew, Mr. Robert Reichel, was interviewed for wage rate compliance on October 31. He said his classification was general laborer and that he received $3.00 per hour. Upon further questioning it developed that all three men were being paid $3.00 per hour and were all classified as general laborers. Mr. Reichel stated that he drove the truck when necessary. This was quite frequent in order to accomplish the work being performed.

This indicates an apparent violation of the predetermined minimum wage rates. Your resident engineer, Mr. Hagedorn was verbally informed of the apparent violation. Please furnish this office a report of Mr. Hagedorn's findings and the actions taken thereon, in accordance with PPM 20-10.1.

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NOV 15 1962
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STATE HIGHWAY ENGINEER

original To Morgan
11-16-62

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NOV 9 1962
FOR FILING
5912

TABULATION SHEET

OREGON STATE HIGHWAY DEPARTMENT

SHEET OF SHEETS

[illegible]
[illegible]
[illegible]
[illegible] Concrete Cores

LAB. NO.	Date Rec. at LAB	Sample Core #	Sta.	[illegible]	Thickness C.B.	[illegible]	Date [illegible]
610311	9-14-62	41	1461+00	[illegible] 8' Panel	8 1/8"	none	9-4-62
"	"	42	1461+50	Lt 5' Panel	8 1/2"	3 1/8"	9-5-62
608341	8-31-62	34	1359+60	S.B. 6' Rt	8 1/4"	2 3/4"	8-21-62
"	"	35	1327+[illegible]	S.B. 8' Lt	8 3/8"	2 3/8"	8-22-62
"	"	36	1288+66	S.B. 4' Rt	8 1/4"	2 1/2"	8-23-62
"	"	37	1268+25	S.B. 4' Lt	8 1/8"	3"	8-24-62
606912	8-24-62	31	1451+78	N.B. 2' Lt	8"	3 1/2"	8-16-62
"	"	32	1427+30	N.B. 6' Rt	8"	2 [illegible]	8-17-62
"	"	33	1393+43	N.B. 7 1/2' Lt	7 7/8"	2 3/4	8-20-62
605446	8-16-62	29	1475+68	N.B. 7' Lt	7 3/4"	1 1/2"	8-13-62
"	"	30	1469+02	N.B. 2 1/2' Rt	9"	2 5/8"	8-14-62

FORM B-1832 100M 6-58

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

5812 —

November 7, 1962

Mr. J. F. Stillwell
Traffic Safety Supply Co.
2324 SE Umatilla
Portland 2, Oregon

Dear Mr. Stillwell:

The attached shop drawings for the Rice Hill - North Oakland Junction Section signing (Contract No. 5812) have been checked and are approved as noted.

Very truly yours,

Tom Edwards
Ass't. State Highway Engineer

By

F. B. Crandall
Traffic Engineer

NOTED
TOM EDWARDS

Attachment
DRA:sn
bc: Tom Edwards
F. D. Morgan
L. E. Chandler
J. E. Magedorn
Ed Reif

RECEIVED
NOV 8 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 18 1962

FOR FILING

5:12

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 31, 1962

SUBJECT: Asphaltic Concrete
Rice Hill-N.Oakland Jct.
Prefix 610-1072

To:
R. L. Porter
Ass't. State Hwy. Eng'r.
Office

Attached is a report concerning quality of asphaltic concrete in terms of gravel equivalency for the pavement recently laid on subject project.

The gravel equivalencies indicated are based on the assumption that one inch of design mix asphaltic concrete is equal to two inches of good quality aggregate. This assumption was agreed upon by the Engineers involved prior to construction. Using the assumed gravel equivalency of two (2) and the laboratory determined cohesion of the design mix, the traffic index was determined by Hveems formules. If the calculated traffic index of 7.189 is valid, then the assumed G.E. of two (2) is valid. It is believed that the T I of 7.189 is not sufficient for the highway in question, in which case the equivalency of the design mix is less than two (2). However, regardless of the actual equivalency of the design mix, the relative position of all samples would be the same in the table. That is, 90% with greater equivalency and 10% with less equivalency than that of the job mix material.

O A White
O. A. WHITE
Ass't. Engineer of Materials

NOTED
R.L PORTER

OAW:arn

c.c. Tom Edwards
F.D. Morgan
B.P.R.
G. L. Decker
L.R. Chandler
J.R. Hagedorn
Ray Schwegler
D. W. Kandle

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OFFICE OF
STATE HIGHWAY ENGINEER

RICE HILL-NORTH OAKLAND JCT. PROJECT

During the past several months there has been considerable activity by various agencies in correlating the results of the AASHO Road Tests with actual service behavior of pavements and with local experimental sections. F. N. Hveem has developed emperical formulas which show the gravel equivalence of one inch of asphaltic concrete on the basis of cohesion at 70° for varying traffic indices. These emperical formulas are:

$$(1)\quad \text{Gravel Equivalent} = \left(\frac{C}{20}\right)^{0.2} \cancel{0.2}$$

$$(2)\quad C = Ct\left(\frac{5.14}{TI}\right)^{2.5} \cancel{2.5}$$

C = Equivalent Cohesion

Ct = Cohesiometer value at 70°F

TI = Traffic Index

The proposition that cohesion is the best single characteristic that will reduce deflection under load cannot be disputed. An assumption, however, that high cohesion alone is the ultimate objective for all asphaltic concrete is not valid. High flexibility, for example, is more desirable than high cohesion for single lift overlays where the original roadway has inherently high deflections.

For the Rice Hill-North Oakland Junction project the design objective was to reduce deflection under load for two reasons: (1) To reduce degradation of the base aggregate by attrition; (2) To reduce deflection under load to within the safe range for asphaltic concrete which is 0.020 inches. The first recommendation was to apply six inches of good quality (Umpqua River) aggregate over both the existing and new Turkey Hill Quarry base plus the four inches of asphaltic concrete. The group of Engineers, both B.P.R. and Oregon Highway, meeting on the job agreed that three inches of asphaltic concrete would be cheaper than six inches of Umpqua River aggregate because of the long haul for aggregate. Thus the group agreed on a gravel equivalency of 2.0.

Analysis of samples during construction indicated a large number representing asphaltic concrete as being outside specifications in that there existed an excess of large aggregate or a deficiency of dust, or both. Recently 34 core samples were cut at locations where the control samples were taken during construction. Thirty-three of these cores represented material that is outside specifications in at least one particular. One core represented material that is within both the general specifications and the job mix tolerances. Cohesion values were obtained on all the cores at 70°F.

Since the job mix core has an assumed G.E. of two (2), the equivalent C was calculated from formula (1) and was found to be 640. Using this value for C and the laboratory obtained value at 70°F of 1481 for the job mix core as Ct, the Traffic Index was calculated from formula (2) and was found to be 7.189. As a matter of interest these values fall in line with Mr. Hveem's data which show a TI of seven to nine for average highways and an equivalency of 2.4 for AASHO material and 1.9 for California material.

Using the actual values obtained for Ct, and 7.189 for TI, the G.E. was calculated for each of the cores taken as shown in the following table.

Station Location	G.E.	
1537+00 NB. Rt. OW	1.81	
1276+00 "B" Line NB. Lt. IW	1.95	
1285+50 "A" Line NB. Rt. OW	1.98	
1606+50 NB. Rt. OW	2.00	Job mix
1560+50 NB. Lt. IW	2.01	
1654+50 SB. Rt. IW	2.02	
1453+00 NB. Lt. OW	2.03	
1371+00 NB. Lt. OW	2.04	
1538+00 SB. Rt.	2.05	
1581+50 NB. Median	2.05	
1597+50 NB. Lt. IW	2.05	
1610+00 SB. Rt.	2.09	
1572+00 NB. Rt. C	2.10	
1522+00 SB. Lt. OW	2.10	
1444+00 SB. Lt. OW	2.13	
1516+00 NB. Lt. OW	2.14	
1483+50 "A" Line NB. Rt. IW	2.14	
1467+75 "R" Line NB. Lt. OW	2.14	
1575+00 SB. Lt. IW	2.15	
1556+00 SB. Lt. OW	2.16	
1421+50 SB. Lt. IW	2.16	
1518+00 SB. Lt. OW	2.17	
1517+50 SB. Rt. IW	2.18	
1280+00 "C" Line SB. Rt. OW	2.19	
1487+50 SB. Median	2.20	
1479+00 SB. Lt. IW	2.22	
1393+00 SB. Rt. OW	2.22	
1511+50 SB. Rt. IW	2.23	
1421+00 SB. Lt. IW	2.23	
1465+50 SB. Rt. IW	2.23	
1444+50 "F" Line SB. Lt. IW	2.32	
1433+75 SB. Lt. OW	2.34	
1498+00 SB. Lt. IW	2.45	
1490+50 SB. Rt. OW	2.45	

The conclusion would appear to be obvious, 90% of the pavement represented to be outside specifications is more effective in gravel equivalency than that represented by the job mix.

O. A. WHITE
Ass't. Engineer of Materials
October 31, 1962

OAW:arn

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OCT 16 1962
FOR FILING

October 15, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 13 covering a leveling course on the Rice Hill-North Oakland Junction Section of the Pacific Highway in Douglas County, Contract No. 5812, in connection with Federal-Aid Project No. I-5-3(16)145.

The A. C. paving was increased in thickness from four to seven inches on some sections. This will cause an overrun in 3/4"-0 material in order to bring the shoulders to pavement grade. This work has been verbally recommended for approval by the BPR Area Engineer.

The contractor has removed his crushing equipment, which will require a haul of approximately twenty miles. The contractor's quoted price for the extra material is too high for justification and it will be placed as "extra work".

The field has been authorized to proceed as of October 2, 1962, as an emergency measure to complete the contract, this fall. Your approval of this order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DRP:mmb

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5812

October 12, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Dear Sir:

Re: Oregon Project I-5-3(16)145
Rice Hill-North Oakland Junction
Section
Pacific Highway

Reference is made to your September 28 request relative to the Rice Hill-North Oakland Junction Section in Douglas County. This is Contract 5812, Project I-5-3(16)145. You asked for a full report on alleged deficiencies, including the reason for alleged irregularities; what corrective action, if any, is planned; and what steps are being taken relative to future recurrence. You listed five specific subjects which I will try to cover in the order presented.

Asphaltic Concrete

Attached are tabulations of asphaltic concrete aggregate analyses that have been made to date at the Salem laboratory. It is evident that some slight variations have occurred, although, they appear to be in the strictly nonsubstantial category. Reports from our personnel which have been verified by a personal inspection by both Mr. Porter and myself, indicate that the contractor is constructing a satisfactory asphaltic concrete pavement. Because of this, it appears that the variations in aggregate grading could be classed as technical discrepancies only. We fail to understand what undesirable effects a very small percentage of oversize material would have in the base course, or what bad results might be expected because of the fractional ranges that are slightly off specification. From our verbal conversation on this problem, however, it is apparent that the State will be expected to keep the gradations within the specification range, regardless of the fact that a satisfactory product is being produced. Directives have been issued to do everything possible to correct the variations that have been brought to our attention. I must point out that not all of the variations found are the contractor's responsibility. For instance, this Department purposely designed the AC mix so as to have the 200-mesh material at the minimum end of the range which was done to insure as nonskid a surface as is possible. Frankly, we feel that the public is receiving a good asphaltic concrete product on this contract and that the minute variations that have been complained of do not have a detrimental effect on the project.

Low Air Content in Concrete Pavement

Your inquiry was not too specific on this point but we assume, from previous correspondence, it is the Bureau's position that not less than three per cent entrained air should be provided. We disagree with this premise and think that the entrained-air percentage in the portland cement concrete pavement on this project is not less than desirable. This is not a location of severe icing and temperature extremes, and we feel that it is preferable to have less entrained air and, consequently, more strength. I am attaching an opinion of Legal Counsel Leonard Lindas, which has to do with his opinion of which specification is controlling on this project, and also, a statement by our engineer who prepared these specifications, as to what he felt his intentions were at the time of preparation. I think both of these statements speak for themselves and outline our position, that in those cases where a contractor elects to use an air-entrained cement, the three per cent minimum air-entrainment clause in the general specifications is supplemented.

Concrete Pavement Strength

It is true that some of the concrete test cylinders which were broken at 28 days indicated compressive strengths of less than specification. It appears that the low 28-day cylinders gained very little strength from the 21-day cylinders. For example, a 28-day break indicated 2575 psi as compared to a 21-day break of 2525 psi; another set showed a 28-day break of 2795 psi as against a 21-day break of 2700 psi; another showed a 28-day break of 3005 psi as against a 21-day break of 2671 psi; and another showed a 28-day break of 2540 psi as against a 21-day break of 2700 psi. The average of the 28-day cylinders has been 3510 psi which is above specification. We have no ready explanation for this trend; however, we have found that individual cylinders will often show results that are difficult to understand. I am told that the trial mix the laboratory prepared from job aggregates indicated that a strength of over 4400 psi would be obtained in 28 days. Additional cement was added to the mix during the latter part of the paving on this project and the 28-day strengths from this work are not as yet available. We are confident, however, that the concrete strengths are sufficient to carry anticipated loads and that failures will not occur from this cause. It is planned to take core samples from this pavement at various places, and when these results have been tabulated, you, of course, will be furnished with the proper reports.

Rough Pavement

This Department, as well as the contractor, is very much aware that the first 2000 feet of portland cement concrete pavement that was laid on this project is not up to acceptable standards for smoothness and surface finish. The Department has no intention of accepting the contract until the contractor has taken corrective action. The matter is now being discussed with him, and he will have the option of replacing the rough pavement or resurfacing it with asphaltic concrete at his own expense. Because this rough section abuts an asphaltic concrete section, it is not felt that a properly constructed overlay would be objectionable. You will be informed later as to what course of action will be taken.

Contaminated Crushed Rock

The Department has determined, without much question of doubt, that a certain amount of 3/4"-0" leveling course was contaminated with reject materials. We are certain that about 1400 tons of such material has been incorporated into the project. We also have a strong suspicion that some additional material may have been placed on the road, and we have withheld payment for all such 3/4"-0" crushed rock that has been placed since September 1. As far as I can ascertain, this material is in shoulder areas, median areas, and in interchange ramps, and none is under the traveled surface of the freeway. An examination of the laboratory reports on the deficient material leads us to believe that no serious consequences will result in the areas on which it has been used. The contractor has been informed that he either can remove the nonspecification material and replace it with approved material, or we will permit him to leave it in place at his expense with no payment being made for it.

I have tried to cover the reasons for the alleged deficiencies. I have further tried to point out that we will do everything in our power to require proper gradation in the remaining asphaltic concrete pavement, that we will require the contractor to bring the rough pavement to specifications at his expense, and that we do not expect to compensate him for the contaminated 3/4"-0" material. The Department is continuing to keep a close watch on all project operations and will refuse to accept and pay for any deficient material or inferior workmanship. I might point out that this contractor has a reputation for doing a good quality of work, and I do not feel that the deficiencies in the project under discussion are likely to recur. Many of the matters that are touched upon in this letter are explained in more detail in reports and correspondence in our files.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachments

cc G. S. Paxson
R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Chandler
G. W. Harra

RLP:ajw hlb

FORM E-30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 21, 1962

SUBJECT: Entrained-Air Content of Portland Cement Concrete in Pavement

To: Mr. R. L. Porter
Asst. State Highway Engineer
OFFICE

A valid argument to refute the premise that entrained air in portland cement concrete pavement must be not less than 3%, (based on the contract requirements of Contract 5812, Rice Hill-N. Oakland Jct. Section specifically) follows:

1. The printed standard specifications (under 2.20.7) provide that defined admixtures must be added in the field to obtain entrained air, and (under 2.20.10) that proportions are set by us, with guarantee to contractor that required amount of field-added admixture to be furnished by him will be in some variable quantity limited as necessary to provide not less than 3% and not more than 6% of entrained air in the mix.

2. The printed standard specifications do not permit air-entraining cement.

3. Supplementary Specifications for Portland Cement Concrete (June 1960 version) under (a) changes No. 2 above to define air-entraining cement and to permit its use, with the qualifying statement that its use "will not of itself guarantee proper air entrainment ... it being understood that the obtaining of proper air entrainment is to be in conformance to" 2.20.10 of the printed standard specifications. The reference here to 2.20.10 refers to proportions of cement as that is the subject of the supplement.

4. Supplementary Specifications for Portland Cement Concrete (June 1960 version) under (d) changes No. 1 above by giving the contractor a choice of using air-entraining cement to obtain entrained air, in lieu of field-added admixtures, with the qualifying statement that regardless of his choice, it is subject to "adjustment" as we think necessary "to obtain proper and uniform air entrainment". The "adjustment" refers to quantities of what the contractor elects to use.

Nowhere is printed standard specifications 2.20.10 modified in any respect as none of the above modifications under 3 and 4 are in conflict with 2.20.10.

5. Standard specifications 2.20.10 says that proportions of specified materials (including air-entraining admixtures) are set by us and contractor is protected as to wide variations in our decisions as to the quantities to be used; i.e., (a) no strength less than 3,300 psi, (b) cement adjustment plus or minus from 1.45 bbls., (c) approx. aggregates 2 parts fine to 2-1/2 parts coarse, (d) water for relatively low water-cement ratio, and (e) air-entraining admixture within a limited range, to give 3 to 6% air. No representations or language of 2.20.10 says anything that specifically defines the mix or prescribes the exact quantities of materials to be used. Nowhere is there any statement that the mix must contain 3 to 6% entrained air; this reference is for admixtures only and with the same meaning and intent for protection of the contractor from the rights of the engineer to vary proportions as is provided for variations in cement.

Conclusions — (A) The word "cement" in 2.20.10 now refers to and includes air-entraining cement and the term "air-entraining admixture" in 2.20.10 is defined under AASHO M 154 and does not refer to any kind of cement. (B) The 3 to 6% reference for quantity of "air-entraining admixture" has no bearing or applicability to the mix requirement per se unless entrained air is to be obtained with the admixture.

(C) The full intent of 2.20.10 is to retain control of the proportions of all materials in the mix to our engineer and to protect the contractor against any large variations of those materials (cement and air-entraining admixtures) which might vary his bidding basis and actual costs. (D) Under this interpretation, the contractor is responsible for the quality of the materials and the State is responsible for the quantities to be used and the resulting strength of the concrete (not less than 3,300 psi). If the State wants higher strengths it pays for the extra cement. If the State wants more entrained air (when air-entraining cement is being used as the contractor's choice) it pays for the extra cement. If the State wants more entrained air than 6% (when the contractor has chosen to use an admixture in the field) it pays for the extra admixture.

Virgil G. O'Neil
Specifications Engineer

VGO'N:bb

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

September 17, 1962
Salem, Oregon

SUBJECT: Rice Hill-North Oakland
Junction Section
Pacific Highway
Contract No. 5812

To: Mr. R. L. Porter
Assistant Highway Engineer

OFFICE

Regarding your request for an opinion pertaining to a problem which has arisen in connection with the use of Portland Cement in the performance of the above contract, having particular reference to our Standard Specifications and Special Provisions, and the weight to be given to each, you are advised that the Special Provisions take precedence over both the plans and the Standard Specifications.

With particular reference to the problem involved in this connection, I refer you to Page (b) of the Supplementary Specifications which read as follows:

> "(d) The standard specifications for air-entraining admixtures, as set forth in Articles 2.20.7 and 2.33.8* of the standard specifications, shall be deleted and the following shall be substituted:
>
> '2.20.7 and 2.33.8 Air-entraining Admixtures:
>
> Air entrainment in the concrete mix shall be provided by the use of air-entraining cement or by the addition of an air-entraining admixture to the concrete mix in the field, as the contractor may elect, provided, however that the means used shall be subject to adjustment as determined necessary

Copies To Morgan
O'Neil
Young
Chandler
Pavement Eng.
Division Eng

9-18-62 ✓

> by the engineer to obtain proper and uniform air entrainment in the concrete mix. Air-entraining admixtures shall conform to the requirements of the Standard Specifications for Air-Entraining Admixtures for Concrete, A.A.S.H.O. Designation: M154. ' "
>
> * Article 2.20.10 is not expressly deleted.

You will note that the above quoted passage from the Special Provisions contains no specific requirement as to the percentage of entrained air in the concrete. Notwithstanding the failure of the Special Provisions to expressly delete Article 2.20.10 of the Standard Specifications, it is clear that to the extent such article conflicts with the quoted Special Provisions, the latter must control.

This would hold true if there was nothing further in the specifications in connection with this matter since this is the case law universally adopted in this country. However, I further call your attention to Article 1.5.3 of the Standard Specifications, which makes this point very clear and I quote as follows:

> "In cases of conflict in the requirements and provisions as set out by the Standard Specifications, the plans and the Special Provisions, it shall be understood that the Special Provisions take precedence over both plans and the Standard Specifications, and that the plans take precedence over the Standard Specification."

Reiterating the conclusion I have previously given you in connection with this matter, it is the opinion of the undersigned that the Special Provisions supersede the General Specifications in all respects.

L. I. LINDAS
Chief Counsel

LIL:dc

RIC HILL-N. OAKLAND JUNCTION
BASE
CONTRACT NO. 5812
I-5-3(16)145

Standard Specs.	100% Pass 3/4	40-53	11-21	12-20	3-9	3-7	3-7	5-7 As Above
Lab. No.	R 3/4	3/4-4	4-10	10-40	40-80	80-200	Pass 200	% A.C.
611235	2.0	56.5	14.7	13.9	5.2	2.4	2.5	4.8
609225	- -	51.4	20.2	14.3	3.5	2.3	2.8	5.5
609226	2.5	52.8	17.1	15.0	4.2	2.6	3.4	4.9
609224	- -	50.6	16.4	16.3	5.0	2.9	3.6	5.2
605756	- -	41.3	21.5	18.7	5.0	3.3	4.5	5.7
605416	0.7	50.2	18.1	14.7	4.3	3.0	3.9	5.8
605417	0.8	52.4	16.9	14.6	4.3	2.8	3.9	5.1
605415	1.6	46.6	21.2	16.0	4.0	2.9	3.5	5.8
605103	3.4	52.2	17.5	15.0	4.4	2.7	3.0	5.2
605104	0.6	49.7	16.5	17.1	5.7	2.3	3.4	5.3
604659	1.0	54.5	16.4	14.1	4.6	2.5	3.0	4.9
604660	- -	44.3	19.4	17.2	5.3	2.8	5.5	5.5
603951	3.1	53.4	18.1	14.0	3.9	2.2	3.1	5.3
603950	- -	57.2	13.5	14.1	4.3	2.5	3.9	4.5
Average	Excess 1.1	50.9	17.7	15.4	4.5	2.7*	3.6	5.3

* The 80-200 material limits are shown in the Standard Specifications as 3-7, but permission was obtained from the B.P.R. to change the limits to 2-7 for certain jobs. This particular job was included in that group. With this change in limits, the only deviation in the average of the material would be 1.1% excess retained on the 3/4" sieve for base and 0.13% excess for top.

RED HILL-N. OAKLAND JUNCTION
TOP
CONTRACT NO. 5812
I-5-3(16)145

Standard Specs.	100% Pass 3/4	40-53	11-21	12-20	3-9	3-7	3-7	5-7 As Above
Lab. No.	R 3/4	3/4-4	4-10	10-40	40-80	80-200	Pass 200	% A.C.
611236	- - -	43.6	17.9	19.8	7.6	3.2	2.8	5.1
611238	- - -	51.0	15.0	17.0	6.9	2.7	2.4	5.0
611327	0.7	49.2	14.4	18.0	7.4	3.0	2.8	5.2
611239	- - -	50.1	15.4	17.3	6.9	2.5	2.5	5.3
611240	0.6	52.0	15.2	15.9	6.3	2.7	2.8	5.1
611241	- - -	46.8	16.6	17.3	6.7	3.3	3.8	5.5
611242	- - -	52.5	15.6	14.3	6.3	3.2	3.2	4.9
609481	- - -	47.8	18.1	17.3	5.2	3.2	3.6	4.8
609479	- - -	52.2	16.4	15.1	5.0	2.8	3.4	5.1
609480	0.8	51.1	15.4	15.7	5.6	3.1	3.7	5.4
609222	- - -	50.9	17.6	16.0	4.8	2.7	2.6	5.4
609233	- - -	52.1	16.5	15.1	4.9	3.0	3.2	5.2
607001	- - -	55.2	17.8	13.0	3.7	2.3	2.7	5.3
606966	- - -	56.4	15.8	13.0	4.0	2.9	2.9	5.0
606962	- - -	54.4	15.0	14.4	5.3	2.7	3.0	5.2
606963	- - -	53.3	16.1	14.1	4.5	3.0	3.6	5.4
606965	1.0	52.7	17.4	14.6	4.7	2.3	3.3	5.0
606964	- - -	46.4	21.3	16.7	4.4	2.7	3.1	5.4
606959	- - -	48.2	20.6	15.8	4.2	2.8	3.2	5.2
606960	- - -	50.5	17.3	16.0	4.8	3.1	3.0	5.3
606961	- - -	52.8	16.7	14.6	4.3	2.8	3.5	5.3
606459	- - -	52.8	18.0	14.1	4.3	2.8	2.8	5.2
605106	- - -	52.9	15.7	16.9	4.9	2.5	2.4	4.7
605105	- - -	54.9	15.2	13.0	4.3	2.9	4.3	5.4

RICE HILL-N. OAKLAND JCT. (Con't)
TOP

Standard Specs.	100% to Pass	40-53	11-21	12-20	3-9	3-7	3-7	5-7 As Above
Date Laid	R 3/4	3/4-4	4-10	10-40	40-80	80-200	Pass 200	% A.C.
9-26-62	- - -	54.5	15.6	13.9	5.1	2.9	3.2	4.8
9-26-62	0.7	56.1	15.6	12.7	4.0	2.5	3.4	5.0
9-27-62	- - -	54.0	16.2	14.3	4.4	2.6	3.5	5.0
Average	Excess 0.13	51.2	16.7	15.6	5.3	2.8	3.1	5.2

RI[illegible] HILL-N. OAKLAND JUNCTION
BASE
CONTRACT NO. 5812
I-5-3(16)145

Standard Specs.	100% Pass 3/4	40-53	11-21	12-20	3-9	3-7	3-7	5-7 As Above
Lab. No.	R 3/4	3/4-4	4-10	10-40	40-80	80-200	Pass 200	% A.C.
611235	2.0	56.5	14.7	13.9	5.2	2.4	2.5	4.8
609225	- -	51.4	20.2	14.3	3.5	2.3	2.8	5.5
609226	2.5	52.8	17.1	15.0	4.2	2.6	3.4	4.9
609224	- -	50.6	16.4	16.3	5.0	2.9	3.6	5.2
605756	- -	41.3	21.5	18.7	5.0	3.3	4.5	5.7
605416	0.7	50.2	18.1	14.7	4.3	3.0	3.9	5.8
605417	0.8	52.4	16.9	14.6	4.3	2.8	3.9	5.1
605415	1.6	46.6	21.2	16.0	4.0	2.9	3.5	5.8
605103	3.4	52.2	17.5	15.0	4.4	2.7	3.0	5.2
605104	0.6	49.7	16.5	17.1	5.7	2.3	3.4	5.3
604659	1.0	54.5	16.4	14.1	4.6	2.5	3.0	4.9
604660	- -	44.3	19.4	17.2	5.3	2.8	5.5	5.5
603951	3.1	53.4	18.1	14.0	3.9	2.2	3.1	5.3
603950	- -	57.2	13.5	14.1	4.3	2.5	3.9	4.5
Average	Excess 1.1	50.9	17.7	15.4	4.5	2.7*	3.6	5.3

* The 80-200 material limits are shown in the Standard Specifications as 3-7, but permission was obtained from the B.P.R. to change the limits to 2-7 for certain jobs. This particular job was included in that group. With this change in limits, the only deviation in the average of the material would be 1.1% excess retained on the 3/4" sieve for base and 0.13% excess for top.

RICE HILL-N. OAKLAND JUNCTION
TOP
CONTRACT NO. 5812
I-5-3(16)145

Standard Specs.	100% Pass 3/4	40-53	11-21	12-20	3-9	3-7	3-7	5-7 As Above
Lab. No.	R 3/4	3/4-4	4-10	10-40	40-80	80-200	Pass 200	% A.C.
611236	- - -	43.6	17.9	19.8	7.6	3.2	2.8	5.1
611238	- - -	51.0	15.0	17.0	6.9	2.7	2.4	5.0
611327	0.7	49.2	14.4	18.0	7.4	3.0	2.8	5.2
611239	- - -	50.1	15.4	17.3	6.9	2.5	2.5	5.3
611240	0.6	52.0	15.2	15.9	6.3	2.7	2.8	5.1
611241	- - -	46.8	16.6	17.3	6.7	3.3	3.8	5.5
611242	- - -	52.5	15.6	14.3	6.3	3.2	3.2	4.9
609481	- - -	47.8	18.1	17.3	5.2	3.2	3.6	4.8
609479	- - -	52.2	16.4	15.1	5.0	2.8	3.4	5.1
609480	0.8	51.1	15.4	15.7	5.6	3.1	3.7	5.4
609222	- - -	50.9	17.6	16.0	4.8	2.7	2.6	5.4
609233	- - -	52.1	16.5	15.1	4.9	3.0	3.2	5.2
607001	- - -	55.2	17.8	13.0	3.7	2.3	2.7	5.3
606966	- - -	56.4	15.8	13.0	4.0	2.9	2.9	5.0
606962	- - -	54.4	15.0	14.4	5.3	2.7	3.0	5.2
606963	- - -	53.3	16.1	14.1	4.5	3.0	3.6	5.4
606965	1.0	52.7	17.4	14.6	4.7	2.3	3.3	5.0
606964	- - -	46.4	21.3	16.7	4.4	2.7	3.1	5.4
606959	- - -	48.2	20.6	15.8	4.2	2.8	3.2	5.2
606960	- - -	50.5	17.3	16.0	4.8	3.1	3.0	5.3
606961	- - -	52.8	16.7	14.6	4.3	2.8	3.5	5.3
606459	- - -	52.8	18.0	14.1	4.3	2.8	2.8	5.2
605106	- - -	52.9	15.7	16.9	4.9	2.5	2.4	4.7
605105	- - -	54.9	15.2	13.0	4.3	2.9	4.3	5.4

RICE HILL-N. OAKLAND JCT. (Con't)
TOP

Standard Specs.	100% to Pass	40-53	11-21	12-20	3-9	3-7	3-7	5-7 As Above
Date Laid	R 3/4	3/4-4	4-10	10-40	40-80	80-200	Pass 200	% A.C.
9-26-62	- - -	54.5	15.6	13.9	5.1	2.9	3.2	4.8
9-26-62	0.7	56.1	15.6	12.7	4.0	2.5	3.4	5.0
9-27-62	- - -	54.0	16.2	14.3	4.4	2.6	3.5	5.0
Average	Excess 0.13	51.2	16.7	15.6	5.3	2.8	3.1	5.2

RICE HILL-N. OAKLAND JUNCTION
BASE
CONTRACT NO. 5812
I-5-3(16)145

Standard Specs.	100% Pass 3/4	40-53	11-21	12-20	3-9	3-7	3-7	5-7 As Above
Lab. No.	R 3/4	3/4-4	4-10	10-40	40-80	80-200	Pass 200	% A.C.
611235	2.0	56.5	14.7	13.9	5.2	2.4	2.5	4.8
609225	- -	51.4	20.2	14.3	3.5	2.3	2.8	5.5
609226	2.5	52.8	17.1	15.0	4.2	2.6	3.4	4.9
609224	- -	50.6	16.4	16.3	5.0	2.9	3.6	5.2
605756	- -	41.3	21.5	18.7	5.0	3.3	4.5	5.7
605416	0.7	50.2	18.1	14.7	4.3	3.0	3.9	5.8
605417	0.8	52.4	16.9	14.6	4.3	2.8	3.9	5.1
605415	1.6	46.6	21.2	16.0	4.0	2.9	3.5	5.8
605103	3.4	52.2	17.5	15.0	4.4	2.7	3.0	5.2
605104	0.6	49.7	16.5	17.1	5.7	2.3	3.4	5.3
604659	1.0	54.5	16.4	14.1	4.6	2.5	3.0	4.9
604660	- -	44.3	19.4	17.2	5.3	2.8	5.5	5.5
603951	3.1	53.4	18.1	14.0	3.9	2.2	3.1	5.3
603950	- -	57.2	13.5	14.1	4.3	2.5	3.9	4.5
Average	Excess 1.1	50.9	17.7	15.4	4.5	2.7*	3.6	5.3

* The 80-200 material limits are shown in the Standard Specifications as 3-7, but permission was obtained from the B.P.R. to change the limits to 2-7 for certain jobs. This particular job was included in that group. With this change in limits, the only deviation in the average of the material would be 1.1% excess retained on the 3/4" sieve for base and 0.13% excess for top.

R[illegible] HILL-N. OAKLAND JUNCTION
TOP
CONTRACT NO. 5812
I-5-3(16)145

Standard Specs.	100% Pass 3/4	40-53	11-21	12-20	3-9	3-7	3-7	5-7 As Above
Lab. No.	R 3/4	3/4-4	4-10	10-40	40-80	80-200	Pass 200	% A.C.
611236	- - -	43.6	17.9	19.8	7.6	3.2	2.8	5.1
611238	- - -	51.0	15.0	17.0	6.9	2.7	2.4	5.0
611327	0.7	49.2	14.4	18.0	7.4	3.0	2.8	5.2
611239	- - -	50.1	15.4	17.3	6.9	2.5	2.5	5.3
611240	0.6	52.0	15.2	15.9	6.3	2.7	2.8	5.1
611241	- - -	46.8	16.6	17.3	6.7	3.3	3.8	5.5
611242	- - -	52.5	15.6	14.3	6.3	3.2	3.2	4.9
609481	- - -	47.8	18.1	17.3	5.2	3.2	3.6	4.8
609479	- - -	52.2	16.4	15.1	5.0	2.8	3.4	5.1
609480	0.8	51.1	15.4	15.7	5.6	3.1	3.7	5.4
609222	- - -	50.9	17.6	16.0	4.8	2.7	2.6	5.4
609233	- - -	52.1	16.5	15.1	4.9	3.0	3.2	5.2
607001	- - -	55.2	17.8	13.0	3.7	2.3	2.7	5.3
606966	- - -	56.4	15.8	13.0	4.0	2.9	2.9	5.0
606962	- - -	54.4	15.0	14.4	5.3	2.7	3.0	5.2
606963	- - -	53.3	16.1	14.1	4.5	3.0	3.6	5.4
606965	1.0	52.7	17.4	14.6	4.7	2.3	3.3	5.0
606964	- - -	46.4	21.3	16.7	4.4	2.7	3.1	5.4
606959	- - -	48.2	20.6	15.8	4.2	2.8	3.2	5.2
606960	- - -	50.5	17.3	16.0	4.8	3.1	3.0	5.3
606961	- - -	52.8	16.7	14.6	4.3	2.8	3.5	5.3
606459	- - -	52.8	18.0	14.1	4.3	2.8	2.8	5.2
605106	- - -	52.9	15.7	16.9	4.9	2.5	2.4	4.7
605105	- - -	54.9	15.2	13.0	4.3	2.9	4.3	5.4

RICE HILL-N. OAKLAND JCT. (Con't)
TOP

Standard Specs.	100% to Pass	40-33	11-21	12-20	3-9	3-7	3-7	5-7 As Above
Date Laid	R 3/4	3/4-4	4-10	10-40	40-80	80-200	Pass 200	% A.C.
9-26-62	- - -	54.5	15.6	13.9	5.1	2.9	3.2	4.8
9-26-62	0.7	56.1	15.6	12.7	4.0	2.5	3.4	5.0
9-27-62	- - -	54.0	16.2	14.3	4.4	2.6	3.5	5.0
Average	Excess 0.13	51.2	16.7	15.6	5.3	2.8	3.1	5.2

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OCT 10 1962

FOR FILING

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5812

October 10, 1962

Mr. Warne Nunn
Executive Assistant
Executive Department
State Capitol Building
Salem 10, Oregon

Dear Mr. Nunn:

Attached is a suggested reply for Governor Hatfield to Mrs. C. O. Tinsley. The highway contract at Rice Hill is not completed, and neither this Department nor the Federal Bureau of Public Roads have any intention of accepting substandard work.

It is the contractor's responsibility to correct any deficiencies, and the means that he will use is largely up to him; he has several methods at his disposal.

This Department, as well as the contractor, is very much aware of the rough pavement about which Mrs. Tinsley complains.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc G. S. Paxson
R. L. Porter
Victor D. Wolfe

RLP:ajw hlb

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION
October 10, 1962

Mrs. C. O. Tinsley
Route 2
No. 20 Hillcrest
Roseburg, Oregon

Dear Mrs. Tinsley:

Thank you for your letter of October 2 concerning the highway project at Rice Hill.

The Highway Department has been contacted relative to this matter, and I find that it is very aware of the situation you reported.

This project is, as yet, uncompleted and neither the Highway Department nor the Federal Bureau of Public Roads will accept the contract until all work conforms with approved plans and specifications.

cc G. S. Paxson
R. L. Porter
Victor D. Wolfe

RLP:ajw hlb

Ros[illegible] Ore
Oc[illegible]-62

Hiway

Gov Hatfield

I have read your news story about how to take care of another States problems Seems like you could do well to take care of your own State namely the new highway at Rice hill just completed and is rougher than the old it is concrete So I guess we are stuck with it.

Mrs C.O. Pinsley
Rt 2 #20 Hillcrest
Roseburg Ore

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Porter

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5812

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 5, 1962

SUBJECT: Rice Hill-N. Oakland Jct. Sec.
Contract No. 5812
Disputed Materials

To:

Mr. R. L. Porter
Assistant State Highway Engineer
BUILDING

I forward herewith copies of reports written by Mr. Larry Rulien, Assistant Division Engineer, dated October 1, 1962, copy of a report written by Mr. John R. Hagedorn, Resident Engineer, dated September 28, 1962, and a tabulation of various areas where contaminated material may have been placed submitted by Mr. John R. Hagedorn October 1, 1962.

This information is submitted so that you can be brought up to date on the various details leading up to the placing of contaminated material and tabulation showing areas this material was placed.

F D Morgan
F. D. Morgan
Construction Engineer

FDM:fp

Enc.

RECEIVED
OCT 8 - 1962
OFFICE OF
STATE HIGHWAY ENGINEER

FORM [illegible] 9-61 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Oct. 1, 1962

SUBJECT: Rice Hill-N. Oakland Jct. Section

To: L. R. Chandler
Division Engineer

OFFICE

This is a report of the locations placed of the dubious 3/4"-0 material and supplements my "Report on Suspected Spec Violation" of September 28, 1962.

September 5, 1962: 133 tons on "C" and "~~C~~" D lines of Chenoweth Park interchange. This material was used for spotting the entire roadbeds. The "C" line has been paved in its entirety. The "D" line has not been paved as of this writing (10/1/62).

September 5, 1962: 197 tons on the L^s shoulders 1493 to 1504. This material used to bring existing shoulders to grade. This shoulder has been paved.

September 6, 1962: 465 tons in the median 1480 to 1504. New construction - has been paved.

September 7, 1962: 320 tons on the "CR" line 11+00 to 21+00 at Chenoweth Park interchange. Material used for complete leveling course. New construction - has been paved.

September 7, 1962: 506 tons on the existing L^n shoulder 1491 to 1531. Material used to bring existing shoulders to grade. Sample of material from berm outside of paved shoulder L^n 1529+20, Lab. No. 612340, shows high P.I. and L.L.

Total tons placed Sept. 1 to Sept. 7, 1962 = 1621 tons.

September 8, 1962: 86 tons on the "CR", "A", and "B" lines. Material used for spotting shoulders. Shoulders have been paved.

September 8, 1962: 131 tons on the L^s and L^n shoulders 1477 to 1504. Material used for spotting shoulders. Material on L^s 1477 to 1489 subsequently bladed off and replaced with binder aggregate. Both shoulders paved.

September 10, 1962: 49 tons on "A" and "B" lines. Material used for spotting shoulders. Has been paved. Sample of material from berm outside of paved shoulder, "A"1495+40, Lab. No. 612338, shows high P.I., high L.L. and excess passing 1/4" screen.

September 10, 1962: 81 tons on L^n shoulder Lt.1479 - 1502. Material used for spotting shoulders - has been paved.

September 10, 1962: 30 tons on north entrance to southbound rest area L^s1430. Material used for spotting shoulder of entrance ramp - has been paved. Sample taken from berm outside of paved shoulder, L^s1430, Lab. No. 612339, shows high P.I. and L.L.

September 10, 1962: 387 tons on L^s shoulder Rt. Station 1387 to 1430 and 1445 to 1477. Material subsequently bladed off and replaced with binder aggregate where necessary - has been paved. Samples taken from berm of shoulder, L^s1456+50 & 1470+53, Lab. Nos. 612337 and 612336, show high P.I. and L.I.

September 12, 1962: 258 tons on entrance ramp of northbound rest area and L^n 10' shoulder 1469 to 1477. Material used for entire leveling course on the shoulder and for spotting on the entrance ramp 1469 to 1472. Area has been paved.

September 12, 1962: 48 tons on L^s shoulder spotting 1453 - 1470. Scraped off and paved.

September 12, 1962: 344 tons on acceleration lane L^n1450 - 1461 - new construction - has been paved.

Total tons placed Sept. 8 to Sept. 12, 1962 = 1,414.

J. R. Hagedorn
Resident Engineer

JRH:ds

FORM E-60 50M 3-61 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Oct. 1, 1962

SUBJECT: Rice Hill-N. Oakland Jct. Section

To: F. D. Morgan
Construction Engineer
Salem, Oregon

Attached is a report from J. R. Hagedorn, Resident Engineer on the Rice Hill-North Oakland Junction project which concerns certain nefarious operations undertaken by the Asphalt Division of the Roy L. Houck Sons' Corporation under the supervision of James Houck.

The circumstances are as follows:

1. The contractor failed to produce a sufficient amount of 3/4"-0 during his crushing operations.

2. About the first of September, 1962, due to the reduced size of the stockpile of 3/4"-0 material and the area on the project remaining, the shortage of material became apparent.

3. At 1:30 A.M. the morning of Saturday, September 8, 1962, the contractor was observed supplementing the remaining 3/4"-0 material from a pile of screen rejects.

4. The contractor was advised that his clandestine operation had been observed and that as a consequence the material in the stockpile was considered suspect and no tickets would be issued until samples were taken and results obtained which indicated whether or not it met specifications.

5. The contractor continued placing this material, the Resident Engineer weighed the loads to cover himself should the material prove out satisfactory, however, no tickets were issued to the contractor.

6. The problem was discussed in the Division office, we were all concerned that perhaps the contractor had undertaken surreptitiously similar incorporation of reject materials. There were some indications, on hindsight, that materials placed since September 1 could have been supplemented with

rejects if the contractor was capable of undertaking this sort of thing in the small hours of the morning.

7. Samples were taken from various places on the road (where not covered by asphalt) of materials placed since September 1, 1962.

8. All samples have now been checked and all failed to comply with our specifications.

It has not been our practice to take samples of crushed leveling course material from the road if the material had been found within specifications during the crushing operation. We have no direct evidence that the contractor supplemented the 3/4"-0 stockpile with reject material prior to September 8, however, we do have strong and warranted suspicions. For this reason, it is believed that the burden of proving that the inplace materials are satisfactory lies with the contractor and that this proof should be in the nature of "inplace" samples. In view of this, my recommendations are as follows:

1. That no material placed on the road from the contaminated pile after 1:30 A.M., September 8, 1962, be paid for.

2. That no material placed on the road from the suspected pile after September 1, 1962 be paid for unless the contractor can supply properly obtained samples from the road which indicate that the material conforms to our specifications. (Our samples indicate that it does not.)

3. That your office determine whether the non-specification material despite non-payment is sufficiently detrimental to require removal and replacement. We have had the material placed after September 8, 1962, and not covered by asphalt, removed. What concerns me is the material now under asphalt.

4. That an investigator from your office check the contractor's books covering the period in question to determine the hours worked and men employed and interview the employees in order to substantiate our suspicions.

L. W. Rulien
Asst. Division Engineer

LWR:ds
attach.

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 28, 1962

SUBJECT: Report on suspected spec violation
Rice Hill-N. Oakland Jct.
Contract No. 5812

To: L. R. Chandler
Division Engineer

This is a report concerning the integration of screen reject material with previously tested, and considered good, 3/4"-0 levelling course material. The screen reject material was scalped on a 1" screen during the production of base and levelling course from the Turkey Hill Quarry.

At about 1:30 a.m. Saturday September 8, 1962, John Buren, ET I Inspector was returning to Roseburg after the completion of the night shift on the grading of the Yoncalla Interchange-Rice Hill Section. Upon arriving at the 3/4"-0 stockpile just south of Turkey Hill, Buren observed a frontend loader digging into the center of a screen reject pile; loading this material into two dump trucks which then dumped the rejects into the supposedly good 3/4"-0 levelling course material. Buren drove by the area three times to make certain of his observations. The following Monday, September 10, 1962, Buren and I inspected the reject pile and the spot where Buren indicated the loader was digging was definitely in the heart of the pile.

After further investigation, I have reason to believe that the Contractor's action of supplementing the 3/4"-0 with rejects might not have been confined to the 1½ hours early Saturday A.M., September 8th to which James Houck has admitted. One of our State Policemen told me that a loader was being operated in the reject pile at approximately 6:20 A.M., Saturday, September 8th, 40 minutes before the beginning of the regular shift.

George Colebank, ET I Computor, working on the scales directly across the highway from the 3/4"-0 stockpile, noted on September 1, 1962 that there was only approximately 10 to 15 loads of 3/4"-0 left. While it is possible for Colebank to have underestimated the amount of material in the stockpile, there is no doubt in my mind that both Buren and Colebank have honestly stated their observations. Assuming that there was twice as much material in the pile than Colebank estimated, this amount would be 200 to 300 tons. Since September 1, 1962 approximately 3,000 tons have been placed in various places on the road. Since September 8th approximately 1,400 tons have been placed.

Six test samples of the suspect 3/4"-0 were taken on September 10th by myself in the presence of Mr. James Houck. None of these samples passed specifications. An additional seven samples were taken from the shoulders in places where the material was placed after September 1, 1962; none of these samples passed the specifications for PI and LL.

As Mr. Rulien has pointed out to me, any suspicions prior to September 8, 1962 would be closer to hindsight conjecture so, therefore, the following are locations where the dubious 3/4-0 material was placed after September 8, 1962.

Of the 1,400 tons hauled after September 8th approximately 600 tons were placed on the acceleration and deceleration lanes to the North bound rest area and the adjacent L^{N} 10 foot shoulder. The remainder, or 800 tons, was used in spotting shoulders, mostly on the L^{S} 10 foot which subsequently has been bladed off, and on the A & B legs of the Chenoweth Park Interchange.

Mr. J. E. Houck contends that only 150 cubic yards of material was hauled from the reject pile into the 3/4-0 pile. He further contends that his brother, C. T. Houck, piled the 150 cubic yards of good 3/4"-0 at the reject pile and that was the only material that was put into the 3/4"-0 pile. Buren, who also shook samples at the crushing plant recalls no such action. Mr. Houck's explanation of why he transferred the so-called good 150 cubic yards at 1:30 a.m. instead of handling it only once during regular working hours was rather vague.

J L Hagedorn
John L. Hagedorn
Resident Engineer

JH:se

Form PR-33
(5-2-56)

Region ~~Division No.~~ 8
Division: ~~District~~ Oregon
Project No. I-5-3(16)145

BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE

Report on Inspection-in-Depth: Production of Asphaltic Concrete

Inspection made by G. K. Hossner, Area Engr. 3d *Date inspection made* October 4 & 5, 1962

In company with J. Hagedorn, Resident Engineer, OSHD

Time spent: Travel - 8 hrs; Project - 12 hrs; Assembling Data - 4 hrs; Writing - 10 hrs.

RICE HILL - NORTH OAKLAND

1. Project Data

The project provides for grading, paving, and signing of approximately 7.2 miles of 4-lane Interstate highway on existing 2-lane alignment between Rice Hill and North Oakland Interchange in Douglas County. The completed facility will consist of a combination of new Portland Cement Concrete and Asphaltic Concrete pavement. Existing sections of P.C.C. and A.C. pavement are to receive an overlay of A.C.

The project was awarded to Roy L. Houck Sons' Corporation of Salem, Oregon, on December 12, 1960, based on submission of a low bid of $1,531,649.35. 230 workdays were allowed for completion of work under the contract. Work commenced on April 14, 1961.

This report will deal with the asphaltic concrete paving portion of the project only. This operation began on August 6, 1962.

The original contract provided for production and placement of approximately 40,500 tons of class "B" asphaltic concrete. Price Agreement No. 8, dated August 22, 1962 and approved by this office on August 28, 1962, provided for an additional 11,000 tons at contract unit price. This additional A.C. was necessary due to the degrading characteristic of the base rock and justification for same is well documented in the project files.

Approximately 42,000 tons of asphaltic concrete had been produced and placed at time of this inspection. The overall project was approximately 89% complete and 200 of the 230 workdays allotted had been used.

2. Purpose of Inspection

To make a study of the production of asphaltic concrete on subject project with particular emphasis on quality control.

3. Scope of Inspection

Project and plant inspector's records were reviewed. Discussions were held with G. W. Harra, Engineer for Materials, O. A. White, Assistant Engineer for Materials, R. C. Zitzewitz, Assistant Engineer for Materials, J. E. Wilson, Bituminous Section at Central Laboratory, D. W. Kandle, Plant Inspector, J. F. Putnam and L. W. Rulien, Assistant Division Engineers, J. L. Hagedorn,

original copies To Morgan
11-26-62

NOTED

3. Scope of Inspection (cont.)

Resident Engineer, and James Houck, Contractor. Various periods during two days were spent observing the contractor's plant operations.

4. Comments and Recommendations

Based on the information gained during review of project records, discussions with the aforementioned personnel, and observations made during this inspection, I feel confident that the contractor was sufficiently equipped and had adequate crushed aggregate material of necessary gradations in stockpile to consistently produce specification asphaltic concrete mix. This fact is substantiated by test results obtained during the two days of this inspection.

This inspection followed the issuance of a letter by the resident engineer to the contractor which stated that the plant inspector had authority to accept or reject asphaltic concrete material at the project level and that no non-specification material would be incorporated in the project. This letter, dated September 27, gave the plant inspector control at the project level for the first time during this project and also marked the first official action by the resident engineer to obtain specification material. It is felt that this action had a significant effect on the production of specification material during the period of this inspection.

Mr. White's letter of August 29 to the contractor pointed out that test results to date indicate an "entirely unsatisfactory plant operation", yet no corrective action was taken against the contractor to insure production of a specification product, and pay tickets continued to be issued even though there was no significant change during subsequent production of asphaltic concrete. It appears that the approach on this project has been to avoid conflict with the contractor at the expense of nearly two months production and placement of asphaltic concrete.

The continued production of non-specification material following Mr. White's letter suggests a possible lack of control over this particularly uncooperative contractor, a fact that has been substantiated on various occasions in recent years. It is felt that the State should take immediate steps to tighten and strengthen their control over this contractor. Assignment of only the most competent and tenacious resident engineers and inspectors to control construction activities on projects under contract to this contractor may be a possible solution.

It is recommended that the control of asphaltic concrete production be put at the project level. The plant inspector, when assigned to a project, should answer directly to the resident engineer and not to the central laboratory. The resident engineer and the plant inspector should be adequately trained and have sufficient testing equipment to assume this

4. Comments and Recommendations (cont.)

control at the project level. The central laboratory should receive only an occasional check sample to confirm project results, and also provide expert consultant service to the projects as required.

The present system of accepting and rejecting material on the basis of results obtained from the central laboratory anywhere from several days to more than a week after production and placement of this material is completely unsatisfactory and works an unnecessary hardship on all concerned. This system effectively destroys any control at the project level since tests performed at the project are normally considered meaningless. This is well substantiated on this project by the poor reception the plant inspector received on suggestions made to the contractor to correct certain deficiencies in the plant operation.

Based on the large number of samples that failed to meet governing specifications it is doubtful that full Federal-aid participation can be made for the asphaltic concrete pavement item unless the State can substantiate their claim that the acceptance of this non-specification material has had no adverse effect on the completed pavement. If the State can substantiate this claim, then it is recommended that the contractor be penalized for non-conformance to governing specifications.

5. Aggregate Production and Stockpile Preparation

Contract specifications require the contractor to produce paving aggregates in two separate stockpiles of specified gradation. One stockpile is to be coarse aggregate (3/4" to 1/4") and the second stockpile to be fine aggregate consisting of 1/4"-0 crushed material.

Paving aggregates for this project were produced by the prime contractor from material obtained from the Calapooya River, near Oakland, several miles southerly of the project. The paving aggregates were hauled from the crusher site to stockpile area at the Chenoweth Park interchange within the limits of the project.

The paving aggregates were crushed early this summer. Crushing operations were completed prior to commencement of the asphaltic concrete production. Project control samples and check samples submitted to central laboratory during the production of these aggregates indicate that the required gradation specifications were substantially met.

The contractor was requested to produce approximately 11,000 tons of asphaltic concrete in addition to the contract amount as discussed earlier under Project Data. Price Agreement No. 8 provided for payment of the additional material at contract unit prices. Moreover, Price Agreement No. 8 set forth that the additional material produced was to meet pertinent project specification requirements.

5. Aggregate Production and Stockpile Preparation (cont.)

Due to a shortage of suitable paving aggregate material at the Calapooya River site, the contractor requested and was allowed to make a third stockpile of coarse sand (3/8"-0) to supplement the 1/4"-0 fraction during the production of the A.C. mix. The job mix formula was set up accordingly.

6. Job Mix Formula

The job mix formula was established in the central laboratory based on the average gradation of 21 samples of coarse aggregates, 22 samples of fine aggregates and one sample of the 3/8"-0 coarse sand.

As customary in Oregon, a separate job mix formula was established for the top course, bottom course, and for the shoulder and median areas.

The job mix formula was based on the blending of 20% 3/8"-0 coarse sand and 80% 1/4"-0 crushed aggregate to make up the necessary amount of fine aggregate. This blending was to be controlled at the paving plant.

Once the job mix formula has been established, the contractor is required to produce an asphaltic concrete mix within specified tolerances of the job mix formula. These tolerances as set forth in the standard specifications are as follows:

Limit	Allowable tolerance from job mix formula
3/4 - #4	± 4%
#4 - #10	± 4%
#10 - #40	± 3%
#40 - #80	± 2%
#80 - #200	± 2%
Passing #200	± 2%
Asphalt	± 0.3%

Because of the job mix formula for this particular project, some of the limits are further restricted by the controlling overall limits within which the A.C. mix must fall. For instance, the job mix formula for the top course requires that 50.2% of the mix will pass the 3/4" screen and be retained on the #4. The ± 4% allowable tolerance on this fraction of the mix would appear to give an overall limit of 46.2% to 54.2%. However, the controlling limits for this fraction specifies a top limit of 53%. The upper limit is therefore controlled by the 53% and not 54.2%.

6. Job Mix Formula (cont.)

This is also the case on the #80 to #200 and passing #200 fractions. The job mix formula for the #80 to #200 is 2.7% and 3.0% for the passing #200. The overall limits for these two fractions are 2% to 7% and 3% to 7%, respectively. Here again the outer limits restrict the allowable tolerances from the job mix formula.

7. Contractor's Plant Setup

The contractor has a 6000 lb. capacity Madsen batch-type portable mixing plant set up at the Chenoweth Park stockpile area. The cold aggregates are conveyed to the drier from a tunnel under the stockpiles where the cold feed is controlled. An adjustable feed is available for each of the three stockpiles with an additional emergency feed available for the 3/8"-0 coarse sand in case the other feed plugged.

The aggregates are conveyed from the drier to the aggregate screening compartment where the hot aggregates are separated into three separate hot-aggregate bins. These bins consist of 3/4" to 1/4", 1/4" to #10, and #10 to #200 gradations.

The aggregate temperatures are measured by a pyrometer and the asphalt cement by thermometer gauges at the storage tank outlets.

The final mix proportions are manually controlled by weight and the mix cycle controlled by time lock device.

The plant appeared to be in good mechanical working order and provided with the necessary auxiliary equipment essential to the production of specification asphaltic concrete material.

8. Project Control

Oregon State Highway Department utilizes a system whereby a plant inspector is furnished for asphaltic concrete paving projects from an inspector's pool maintained under the jurisdiction of the Central laboratory. The Central laboratory is not under the Construction Division nor under the auspices of the Assistant State Highway Engineer in charge of Construction. The Central laboratory is rather under the control of the Materials Division, which division functions under the Assistant Highway Engineer in charge of Traffic, Maintenance, Permits and Materials.

The inspector when assigned to a paving project is responsible for performing extraction tests at the contractor's plant site. These tests are used as a guide in controlling the contractor's plant operations and information obtained therefrom made available to the contractor. The inspector also

8. Project Control (cont.)

obtains daily representative samples to be submitted to the Central laboratory for analysis. Moreover, he works closely with the contractor's plant foreman and offers advice as to what changes could be made in the plant's operation to obtain the specified end product.

The plant inspector answers directly to the materials engineer or his assistants. This effectively eliminates much of the resident engineer's authority on matters concerning control in the production of asphaltic concrete, even though the resident engineer is still responsible for this aspect of his project. The resident engineer is pretty well divorced from this phase of construction unless he takes it upon himself to maintain this control. Many resident engineers rely too heavily on the plant inspectors and the materials section for this control, and often the end result is that insufficient attention is given to the asphaltic concrete production. In other words, there often appears to be a somewhat foggy area as to who actually has the authority and control.

The plant inspector for this project is D. W. Kandle. He has been with the Highway Department for eleven years. All eleven years have been spent as a paving inspector during the construction season and a laboratory technician in the Central laboratory during the offseason.

Mr. Kandle appears to be a very competent plant inspector. He is equipped with the necessary testing equipment to perform accurate extraction tests at the project level with the exception of obtaining a moisture correction. This prohibits determination of an accurate asphalt content at the project level. However, his gradation analyses are presumably as accurate as those performed in the Central laboratory.

Mr. Kandle was questioned on several occasions as to what authority he possessed. He stated that he did not have the authority to accept or reject asphaltic concrete material on the basis of his tests. He said that his results were merely informational and if they indicated that the mix did not conform to governing specifications that he was to so inform the contractor, or his duly appointed representative, and to suggest steps to correct it. He said he did not have the authority to insist on a change in operations at the plant nor the authority to reject the material if corrective measures were not initiated.

Mr. Kandle stated that his superiors had agreed that he was not to continually fight this contractor to obtain a specification product; that if the official results obtained from tests performed on samples submitted to the Central laboratory did not meet specifications, appropriate steps would be taken to penalize the contractor for the non-specification material. Asphaltic concrete material was produced under this premise from August 6, when production began, to September 27, when the resident engineer informed the contractor by letter that Mr. Kandle would have authority to reject non-specification material at the plant site.

8. Project Control (cont.)

An example of the plant inspector's suggestion to the contractor's representative and the reaction thereto was found under the "remarks" section of Mr. Kandle's September 18, 1962, Daily Plant Report: "At least 50% of total 1/4"-0 being fed in tunnel is 3/8"-0 coarse sand. Have repeatedly told plant foreman to cut it down so he could get mix back in spec's. He doesn't seem to be too concerned."

The job mix formula calls for the fine aggregate to consist of 20% 3/8"-0 coarse sand and 80% 1/4"-0 crushed material.

Mr. Kandle's diary entry for this same day is as follows: "Chuck J. (plant foreman) says there is nothing wrong anywhere inside plant. Still feeding too much 3/8"-0 sand. Mix is still out of spec's on passing #200 -- not enough. Feeding way out of proportion on 3/8-0 and 1/4-0. 1/4-0 stockpile is getting very low - probably the reason trying to make 1/4-0 out of the coarse sand - won't work. Told Chuck again to cut it down in tunnel."

Three field tests and three laboratory tests were performed on material produced during this particular day. All failed to meet contract specifications. The test results indicated too much 3/8-0 coarse sand, as suggested by Mr. Kandle. 1550 tons of asphaltic concrete mix were produced during this one day period. A total of approximately 35,500 tons was produced between August 6 and September 27.

Mr. Kandle indicated that the above incident is typical of the cooperation received from the contractor during the A.C. production. This claim is substantiated by daily diary entries. Still no corrective action was taken by the State, and tickets were issued for this material that obviously did not conform to contract specification requirements.

Mr. O. A. White, Assistant Engineer for Materials, wrote a letter to the contractor on August 29, 1962 calling attention to the production of non-specification material. Mr. White indicated at this time that 14 of 25 tests which had been performed at the Central laboratory had failed to meet specifications. This covered the period of production from August 8 through August 28, during which period approximately 17,000 tons of material had been produced. Mr. White pointed out that the sample analysis indicated an "entirely unsatisfactory plant operation." It is felt that Mr. White was not very strong in his stand after pointing out these obvious infractions. He closed his letter by stating: "Undoubtedly, prior to acceptance of the project, this office will be requested to explain the lack of conformance to specifications. Such a request will be forwarded to you. In view of the fact that the large number of aggregate production samples show good uniformity well within the permitted tolerances, it is hoped that you can provide satisfactory answers to the request."

The resident engineer and the Division office apparently made very little effort to acquaint themselves with this situation. A copy of the plant

8. Project Control (cont.)

inspector's daily report is furnished to the Division office. This report contains information regarding results of the plant inspector's project control extraction tests, disposition of material, mix and asphalt temperatures, weather, and appropriate remarks. In addition, the Division office and the resident engineer each receive copies of the laboratory reports from the Central laboratory containing an analysis of bituminous samples which are submitted daily by the plant inspector. Neither the Division office nor the resident engineer analyzed these test results, which was quite apparent as neither office had a copy of the job mix formula.

This office first became aware of the production of non-specification asphaltic concrete mix following a regular inspection trip to the project on August 22 and 23. This apparent irregularity was called to the attention of Central office with assurance being given that corrective measures would be taken.

The project was inspected again on September 25 and 26, with no significant change apparent. The non-specification work was again called to the attention of the Central office, followed by our letter of September 28, 1962 concerning the same, which suggested that immediate corrective measures be undertaken, and requesting that a full report be submitted.

The apparent lack of control at the project level was discussed with the resident engineer and the division engineer during the September 26 visit to the project. Both expressed surprise in learning that the non-specification work still persisted. Also, they seemed surprised to learn that Mr. Kandle had no authority at the project level. The contractor was informed by a letter of September 27 from the resident engineer that Mr. Kandle had full authority to accept or reject asphaltic concrete material at the plant site and that tickets would not be issued for any non-specification material.

The resident engineer also insisted that the oversize screen be changed to prevent incorporation of oversize material in the mix. Incorporation of oversize material in the mix had been prevalent throughout the duration of the project. The change was made prior to commencement of work on October 4. The contractor was also requested to station a man in the cold feed tunnel to insure proper feeding of the aggregates at this point. Plugging of the coarse sand cold feed and improper proportioning of the cold feeds in the tunnel had been a constant problem that required continuous attention in order to obtain the specified end product. To this date a man had been stationed in the tunnel only intermittently, which often resulted in non-uniform feeding during his absence.

The above corrective action resulted in the production of a uniform, specification product during course of this inspection. The state Street Inspector and also the contractor's laydown foreman commented that the mix during this period was "very uniform for a change."

8. Project Control (cont.)

An analysis of the eight tests representing the material produced during the two days of this inspection indicate that one sample is out of specification by 0.1% on asphalt content and another is out by 0.9% on the 3/4" to #4 fraction. These results also indicate that a uniform mix was obtained during this period.

9. Analysis of Test Results

The plant inspector normally obtains four representative samples of the asphaltic concrete mix per day. These samples are taken from the roadway immediately behind the Cedar Rapids paver, in pairs. A pair of samples is obtained from the same point on the roadway. One sample is tested at the project laboratory and the other submitted to the Central laboratory for analysis.

The sample tested at the project level is primarily for informational purposes and has little, if any, bearing on the acceptance or rejection of the material. Acceptance or rejection is based on the results of tests performed on the samples submitted to the Central laboratory.

Results of the Central laboratory tests are normally not available to the field for several days following the production of this material, by which time the material represented may have been covered by a subsequent layer. The field office received the test results of material produced on September 27, during the last day of this inspection, October 5. This is a lapse of nine days, during which period approximately 7,000 tons of material were produced and placed on the roadway. This information is of insignificant value for project control purposes at this late date.

A complete analysis was made of all extraction tests performed at the project level and the Central laboratory between August 10 and September 27, inclusive. A total of 55 tests were made at the Central laboratory and 52 at the project during this period. Following is a tabulation of the results:

Central Laboratory test results (55 tests)

Screens	Allowable Tol. from J.M.F.	No. out of spec's	% out	Extreme variation from specified limits	
				above limit	below limit
Oversize	None	18	33	3.4	-
3/4"-#4	± 4%	23	42	7.0	4.6
#4-#10	± 4%	5	9	1.5	0.9
#10-#40	± 3%	9	16	0.1	1.5
#40-#80	± 2%	5	9	0.4	0.8
#80-#200	± 2%	2	4	-	0.3
Passing #200	± 2%	16	29	0.5	0.6
Asphalt	± 0.3%	20	36	0.2	1.0

9. Analysis of Test Results (cont.)

Plant Inspector's test results (52 tests)

Screens	Allowable Tol. from J.M.F.	No. out of spec's	% out	Extreme variation from specified limits: above limit	Extreme variation from specified limits: below limit
Oversize	none	12	23	3.8	-
3/4"-#4	± 4%	12	23	4.4	6.7
#4-#10	± 4%	5	10	2.6	1.4
#10-#40	± 3%	3	6	1.3	0.3
#40-#80	± 2%	1	2	-	0.4
#80-#200	± 2%	3	6	-	0.4
Passing #200	± 2%	17	33	0.2	0.7
Asphalt	± 0.3%	30	58	0.9	0.5

A total of 44 of the 55 tests from the Central laboratory during this period failed to meet the specification requirements in one or more limits. Results of field tests representing this same period indicate that 46 of the 52 tests were outside specifications in one or more limits.

It is significant to mention that conditions did not materially improve after Mr. White's letter of August 29. Based on results of samples tested at the Central laboratory, 18 of 23 tests were outside specifications before Mr. White's letter, and 26 of 32 after the letter. The field laboratory tests revealed approximately the same results; that is, 20 of 21 tests were out before the letter, and 26 of 31 after the letter. Mr. White's letter apparently had little effect on the contractor.

The above information pertaining to the field tests is somewhat erroneous in that it includes those samples which were out of specifications in asphalt content only. The field laboratory was not equipped with the necessary apparatus to accurately determine the asphalt content as is done in the Central laboratory. The Central laboratory makes a correction for moisture content which was not done in the field. A separate analysis of the field tests was made, which did not consider the deviations from the asphalt content limit. Considering these tests for gradation specifications only, then 29 of the 52 field tests failed to meet specified gradation limits. Undoubtedly, some of the asphalt contents would have been out of specifications even with the moisture correction, as is evidenced by the Central laboratory tests.

Too, it should be pointed out that many of the deviations from specifications are quite minor and may have no appreciable adverse effect on the final product. However, the fact remains that the contractor was allowed to continually produce material that did not meet the governing specifications. It is recognized that it is virtually impossible to eliminate all minor deviations from specified requirements. However, it is felt that the number of tests which failed to meet specifications on this project far exceeds what could normally be considered acceptable.

10. Contractor

Roy L. Houck Sons' Corporation is the prime contractor on this project. This corporation has been active in the highway construction field in Oregon for a number of years. Only a minor amount of contracting work has been undertaken by this corporation outside the State of Oregon or on work other than State projects.

The corporation presumably consists of Roy L. Houck, Sr., and three sons: Roy, Jr., James and Carlos. Each member specializes in and supervises a certain phase of the highway construction as follows:

Roy, Sr. - P.C.C. Paving
Roy, Jr. - Grading
Carlos - Aggregate Production
James - Bituminous Paving

The Houck Corporation is well organized and adequately equipped with modern construction equipment to accomplish all major phases of highway construction except structures. Structure work is normally subcontracted.

According to unofficial figures compiled from records maintained in the Oregon Division office, Bureau of Public Roads, the Roy L. Houck and Sons or R. L. Houck Sons' Corporation have contracted for construction of 32 highway projects in Oregon, totalling approximately $26,500,000, between January 1956 and present date. The major portion of these contracts have been for construction of Interstate projects.

A review of project records and discussions with the plant inspector indicates that the contractor was very uncooperative during production of asphaltic concrete on this project. Suggestions made by the plant inspector to correct the non-specification material were generally ignored. Indications are that the chief concern of the contractor on this project was for quantity and not quality.

COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 29, 1962

Roy L. Houck & Sons
Contractors
1558 N. 20th St.
Salem, Oregon

ATTENTION Mr. James Houck

Gentlemen:

Subject: Rice Hill-North Oakland Jct.
Section
Asphalt Concrete Paving

Analysis of all laboratory samples taken during construction of subject project from August 8 through August 28, 1962 indicate that 14 of the total 25 are out of specifications in one or more places. Ten of the samples are out of specifications in the quantity of 3/4-1/4 inch size, the quantities ranging from 23.5% to 49.0%. Four of the samples are out of specifications by showing an excess quantity of 1/4 to 10 size. Six of the samples have a deficiency of fine material in the 10-0 fraction.

The excessive range in the quantity of 3/4-1/4 indicates an extreme inefficiency of the screening operation or an inexcusable carelessness in feeding the cold aggregate and in "pulling" the batch weights.

The deficiency of material passing the number 200 sieve, with the exception of one sample, occurred when there was excess 3/4-1/4 and would therefore appear to have the same causes. The extreme variation in dust content, however, 2.4% to 5.8%, would appear to be due to improper feeding of the two types of fine aggregate, one which contains considerable dust and one which contains very little dust.

The asphalt content also shows excessive variation. Although only one sample is outside the general specification limit, the range of 4.4% to 5.4% for the top course is far from being within the ± 0.3% tolerance permitted the job mix formula.

The evidence derived from the sample analyses indicates an entirely unsatisfactory plant operation. Undoubtedly, prior to acceptance of the project, this office will be requested to explain the lack of conformance to specifications. Such a request will be forwarded to you. In view of the fact that the large number of aggregate production samples show good uniformity well within the permitted tolerances, it is hoped you can provide satisfactory answers to the request.

Very truly yours,

O. A. WHITE
Ass't. Engineer of Materials

OAW:arn

c.c. Const. Eng'r.
L. R. Chandler
J. R. Hagedorn
Tom Edwards
D. W. Kandle
B.P.R.

COPY

Roseburg, Oregon
Sept. 27, 1962

Roy L. Houck Sons' Corp.,
1585-20th Street N.E.
Salem, Oregon

Re: Rice Hill-N. Oakland Jct. Section
Contract #5812

Att: Jim Houck

Gentlemen:

This is to inform you that any A.C. material that does not meet specifications will not be incorporated into the work on this project.

Mr. D. W. Kandle, plant inspector, has been instructed to work with you insofar as informing you when the material gets out of specifications. He is also available for suggesting corrective measures, if you so desire.

Mr. Kandle will have the authority to refuse acceptance of non-specification material on the roadbed. In this event, no tickets will be issued and you will be responsible for any non-specification material that you may place on your own.

Very truly yours,

John R. Hagedorn
Resident Engineer

JRH:ds
cc: Jim Houck
D. W. Kandle
L. R. Chandler

RECEIVED
DEC 18 1962
FOR FILING

[illegible] 10/8/62

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE September 28, 1962

FROM : A. W. Parsons, Division Engineer
08-35.4-DB Salem, Oregon

RECEIVED
SEP 28 1962
OFFICE OF
STATE HIGHWAY ENGINEER

SUBJECT : Oregon Project I-5-3(16)145
Rice Hill-North Oakland Jct. Section
Pacific Highway

This will confirm my telephone conversation with Mr. R. L. Porter, Assistant State Highway Engineer, concerning non-compliance with governing specifications in the production of asphaltic concrete on subject project. The matter was previously called to the attention of the contractor by Mr. O. A. White's letter of August 29, 1962. Subsequent review of test results and discussions with project personnel indicate no significant changes have been made to produce material that conforms to project specifications.

As suggested this morning, immediate corrective measures should be initiated to insure a specification product.

This office is also very much concerned about various other items on this particular project.

They are as follows:

1. Low air content in concrete pavement.

2. Low concrete pavement strength as indicated by concrete test cylinders.

3. Rough riding qualities of the concrete pavement with particular reference to the initial ± 2000 foot placed on this project.

4. The incident involving addition of reject material to a stockpile containing specification base rock material and later placement of this contaminated material on the roadway.

Please furnish this office with a full report on the above noted deficiencies including reasons for these irregularities, corrective action taken or planned, and steps being taken to prevent future reoccurrence.

NOTED
R. L. PORTER

RECEIVED
OCT 1 1962

FOR FILING
I-5-3(16)145
[illegible]

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

September 28, 1962

A. W. Parsons, Division Engineer
08-35.4-DB Salem, Oregon

Oregon Project I-5-3(16)145
Rice Hill-N. Oakland Jct.
Route Shield Revisions

Reference is made to Mr. Klaboe's letter of September 21, 1962 regarding necessary revisions in the route shields to be placed on subject project. The proposed changes are occasioned by the recent designation of Oregon Highway 235 to US 99.

We hereby concur in the proposed change in route shields and will participate in a reasonable cost incurred in making these changes. Our participation in the purchase of the Oregon 235 shields is also granted provided these shields were fabricated prior to the time the above route change was instigated.

Original to Klaboe
Copy to Young
10-1-62

NOTED
[illegible]

[illegible] C

[illegible] COLLINS JCT

(Retained) PLANT INSPECTORS FIELD TESTS - A.C.

(72 Samples)

Date	3/4	1/2	1/4	4	10	40	80	200	-200	A.C.	Base or Top
8-[illegible]	[illegible]	15.5	28.[illegible]	[illegible]8	[illegible]	[illegible]	4.1	2.3	4.1	5.3	B
..	[illegible]	[illegible]	24.0	[illegible]3	[illegible]	[illegible]	3.7	[illegible]	[illegible]	5.8	B
8-10	[illegible]	[illegible]8	25.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	B
..	[illegible]	[illegible]8	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	B
8-13	[illegible]	3.3	[illegible]	[illegible]	[illegible]3	[illegible]	5.3	[illegible]	3.2	[illegible]4	B
..	[illegible]	[illegible]3	20.3	[illegible]8	[illegible]	[illegible]	[illegible]	[illegible]6	[illegible]	5.9	T
8-14	0.0	[illegible]8	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	2.2	[illegible]	5.2	T
..	0.0	[illegible]	23.[illegible]	[illegible]	[illegible]	[illegible]	4.2	2.5	3.1	6.0	B
8-15	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	15.[illegible]	3.9	[illegible]	3.4	6.7	B
..	1.4	[illegible]0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	3.3	5.5	B
8-[illegible]	[illegible]3	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]2	3.4	2.3	3.3	5.6	B
..	1.5	[illegible].4	[illegible]	[illegible]	22.2	20.3	4.8	3.0	4.0	6.5	B
8-20	0.0	8.0	[illegible]	[illegible]2	22.[illegible]	[illegible]	4.3	2.5	3.1	6.0	T
8-20	0.0	3.8	24.3	[illegible]2.5	[illegible]	[illegible]	4.4	2.1	3.1	5.7	T
8-21	0.0	[illegible].6	27.4	[illegible]2.4	19.4	17.[illegible]	3.4	2.9	3.5	6.3	Shar.
..	0.7	[illegible].5	[illegible]	[illegible]2	15.0	15.1	4.9	2.3	2.8	5.6	..
8-22	0.0	[illegible]	28.3	[illegible].5	[illegible]	[illegible]	3.[illegible]	[illegible]6	3.3	5.8	T
..	[illegible].2	[illegible]2.1	25.2	11.8	[illegible]	[illegible]	[illegible]	[illegible]	3.0	5.4	T
8-23	0.0	8.6	[illegible]	14.[illegible]	[illegible]	14.[illegible]	3.4	2.[illegible]	[illegible]	5.7	B
8-24	0.0	[illegible]2	21.4	13.9	21.0	[illegible]	3.[illegible]	2.[illegible]	3.2	5.3	T
8-27	1.1	11.3	28.5	10.7	[illegible]2	15.8	4.4	2.[illegible]	3.0	5.2	T
8-2[illegible]	[illegible]	13.0	27.5	13.2	[illegible]8.2	14.5	3.0	2.1	2.6	4.9	T
8-28	1.2	[illegible]	22.2	[illegible].5	22.[illegible]	[illegible].4	2.[illegible]	[illegible]	[illegible]8	[illegible]	[illegible]
9-4	0.0	9.1	28.3	11.8	[illegible]8.6	[illegible]	4.0	[illegible].5	2.7	5.7	Shldr.
..	0.0	9.1	27.7	12.8	17.4	[illegible]	4.8	2.9	3.2	6.0	..
9-5	0.0	[illegible]	[illegible]8.5	[illegible].7	[illegible]	[illegible]	4.7	2.7	3.5	6.1	B
..	[illegible]	[illegible]8	[illegible].4	[illegible]	[illegible]	[illegible]	3.5	2.2	2.7	[illegible]	B
9-[illegible]	[illegible]	[illegible]3	22.[illegible]	[illegible]	[illegible]	[illegible]	3.[illegible]	2.5	3.5	5.5	B
..	0.0	[illegible]8	25.4	[illegible]2.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]3	T [illegible]
9-[illegible]	[illegible]	[illegible].4	25.6	[illegible]3	[illegible].8	[illegible]	5.0	2.6	[illegible]	6.1	[illegible]
9-[illegible]	[illegible]	[illegible].4	24.0	[illegible]	[illegible]	[illegible]3	[illegible]	[illegible]	[illegible]3	[illegible]	T
9-10	[illegible]	[illegible]8	[illegible].3	[illegible]	[illegible]2	[illegible]	[illegible]2	2.5	[illegible]4	[illegible]	T
..	0.0	12.8	26.8	10.[illegible]	13.[illegible]	[illegible].7	[illegible]	[illegible]	[illegible]	5.5	T
Job Mix	0	13.7	26.0	10.5	[illegible]	[illegible]	5.3	2.7	3.0	5.0	
Tolerances				[illegible]	[illegible]-21.0	13.7-19.7	3.3-7.3	2.0-4.7	3.0-5.0	4.7-5.3	
Std. Specs				40-53	11-21	12-20	3-9	2-7	3-7		

(8)

[illegible]

[illegible]

2 of 3

72 Samples

[illegible]

Date	3/4	1/2	1/4	4	10	40	80	200	P-200	A/C	Base or Top
9-11	0.0	12.2	22.9	[illegible]	14.6	17.6	6.0	2.5	3.6	6.0	T [illegible]
"	0.0	[illegible]	23.0	[illegible]	15.4	15.7	6.0	2.9	3.7	5.6	Shldr
9-13	0.0	18.8	27.0	[illegible]	12.5	2.8	4.7	2.9	3.3	4.9	Med
"	0.0	6.1	22.7	[illegible]	9.4	[illegible]	5.4	2.6	3.2	5.4	T
9-14	0.0	8.0	[illegible]	12.4	14.4	15.8	6.6	3.1	3.6	6.0	B
"	0.0	[illegible]	29.7	12.5	14.1	15.2	[illegible]	2.8	3.1	5.9	B
"	0.0	12.1	3.9	15.6	[illegible]	4.5	6.1	2.5	2.9	5.5	B
9-17	0.0	13.3	22.0	13.4	16.8	15.4	5.0	2.3	2.4	5.4	B
"	0.0	12	21.8	8.4	18.3	21.6	7.1	3.2	2.8	6.2	T
9-18	0.0	23.6	15.5	6.7	12.3	18.6	6.8	2.8	2.5	5.3	T
"	0.0	11.9	26.6	11.5	15.6	19.0	6.9	2.7	2.5	5.5	T
"	0.0	17.6	26.5	8.0	14.2	7.5	6.3	2.2	2.3	5.4	T
9-19	0.0	12	33.6	8.7	14.7	15.8	5.9	2.4	2.6	5.1	T
"	0.0	13.2	22.9	16.1	17.1	18.0	6.3	3.1	3.7	5.6	T
"	0.0	14.3	26.0	11.6	15.1	15.6	5.9	2.8	3.2	5.5	T
9-25	0.0	12.6	28.4	12.7	15.1	13.3	4.4	3.0	4.1	6.4	Shldr
"	0.0	10.5	26.5	11.5	19.6	16.9	4.4	2.8	2.7	5.9	"
9-26	0	14.2	20.3	11.5	19.2	17.7	5.0	2.8	3.3	6.0	"
"	[illegible]	11.4	28.0	13.3	16.1	14.9	4.9	2.8	3.2	5.4	T
9-27	0.0	12.0	28.8	11.4	17.0	15.4	4.3	2.5	3.3	5.3	T
"	0.0	12.3	32.4	12.7	16.4	13.3	3.4	1.6	2.6	5.3	Shldr
10-1	1.5	11.9	26.0	12.6	18.8	14.0	3.7	2.6	3.3	5.6	"
"	0.0	15.1	22.8	11.5	15.5	15.3	5.0	3.7	5.1	6.0	"
10-2	1.1	15.8	26.4	9.6	16.9	15.3	4.0	2.4	3.0	5.5	T
"	1.2	10.6	22.0	12.1	19.5	17.3	4.8	3.0	3.6	5.9	T
10-3	3.4	7.8	24.4	11.0	18.5	17.7	5.0	2.7	3.8	5.7	T
"	1.2	2.9	23.6	12.5	[illegible]	15.4	4.0	2.6	3.9	5.9	T
10-4	0.0	13.6	24.9	16.4	16.2	18.1	5.0	3.0	3.4	5.4	T
"	0.0	14.3	24.8	10.0	16.7	16.0	4.6	3.2	4.2	5.2	T
10-5	0.0	12.5	25.1	11.7	16.1	16.9	5.2	3.3	3.7	5.5	B
10-5	0.0	14.8	25.1	11.4	16.5	15.6	4.5	2.9	3.3	5.9	Med.
Job Mix	0	13.7	26.0	10.5	17.1	16.7	5.3	2.7	3.0	5.0	
Tolerances				[illegible]	13.1-21.0	13.7-19.7	3.3-7.3	2.0-4.7	3.0-5.0	4.7-5.3	
Std. Specs	---	---	---	40-53	11-21	12-20	3-9	2-7	3-7		

3 of 3

E. Grill - N. Oakland ~+
Field Tests - AC

(T2 Samples)

[illegible]

Date	3/4	1/2	1/4	4	10	40	80	200	P-2m	A/C	Base or Top
10-17	0.0	[illegible]	[illegible]	[illegible] 10.5	4.8	18.1	4.8	2.7	4.5	5.3	T
10-18	0.0	[illegible]	[illegible]	[illegible] 10.[illegible]	15.4	16.8	4.6	2.7	5.2	6.7	T
"	0.0	[illegible]4	27.0	[illegible] 12.0	[illegible]	18.[illegible]	5.2	2.9	4.7	6	Med
10-19	0.0	10.2	25.2	4[illegible] 12.5	15.8	17.6	4.2	2.8	5.0	6.5	T Shldr
10-20	0.0	[illegible].1	25.3	[illegible]	8.7	17.5	4.1	2.4	5.1	6.4	T Shldr
10-20	0.0	15.8	19.7	[illegible].5	19.3	[illegible]0	4.7	3.0	4.2	5.8	T
10-22	0.0	[illegible]2	25.4	47.[illegible] 9.[illegible]	17.8	18.0	5.1	3.1	3.5	5.4	T
10-24	0.0	15.9	27.4	9.5	16.0	[illegible]	4.1	2.8	3.1	5.6	Shldr
AVG	0.1	12.5	25.8	4[illegible] 11.5	17.1	16.3	4.9	2.7	3.4	5.7	{ No. All For Moist
Job Mix Tolerances	0	13.7	26.0	5[illegible] 10.5 4[illegible]-53.[illegible]	1[illegible]1 13.1-21.0	16.7 13.7-19.7	5.3 3.3-7.3	2.7 2.0-4.7	3.0 3.0-5.0	5.0 4.7-5.3	
Std Spec.				40-53	1[illegible]-21	12-20	3-9	2-7	3-7		

⑦

COPY

Roseburg, Oregon
Sept. 27, 1962

Roy L. Houck Sons' Corp.,
1535-20th Street N.E.
Salem, Oregon

Re: Rice Hill-N. Oakland Jct. Section
Contract #5812

Att: Jim Houck

Gentlemen:

This is to inform you that any A.C. material that does not meet specifications will not be incorporated into the work on this project.

Mr. D. W. Kandle, plant inspector, has been instructed to work with you insofar as informing you when the material gets out of specifications. He is also available for suggesting corrective measures, if you so desire.

Mr. Kandle will have the authority to refuse acceptance of non-specification material on the roadbed. In this event, no tickets will be issued and you will be responsible for any non-specification material that you may place on your own.

Very truly yours,

John R. Hagedorn
Resident Engineer

JRH:ds
cc: Jim Houck
D. W. Kandle
L. R. Chandler

Form E 49

#2 40-53

F 3-7
AC 4.8-6.1

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 1 OF 4 SHEETS

RICE HILL - N. OAKLAND JCT.

JOB MIX		5		0	50.2	17.1	16.7	5.3	2.7	3.0	5.0
+/- tolerances					46.2-53.3	13.1-21.0	13.7-19.7	3.3-7.3	2.0-4.7	3.0-5.0	4.7-5.3
Standard Spec. **				—	40-53	11-21	12-20	3-9	2-7	3-7	
	MIXTURE			RET							
LAB. NO.	T	B	S	3/4	3/4-4	#4 - #10	#10-#40	#40-#80	#80- #200	P.#200	%AC
8-7-62 [illegible]		✓		0	* ** 57.2	13.5	14.1	4.3	2.5	3.9	* 4.5
8-4-62 602951		✓		* ** 3.1	50.3	18.1	14.0	3.9	2.2	3.1	5.3
8-13-62 604659		✓		* 1.0	* ** 53.5	16.4	14.1	4.6	2.5	3.0	4.9
8-13-62 [illegible]		✓		—	* 44.3	19.4	17.2	5.3	2.8	* 5.5	* 5.5
8-14-62 605103		✓		* ** 3.4	48.8	17.5	15.0	4.4	2.7	3.0	5.2
8-14-62 [illegible]		✓		* ** 0.6	49.1	16.5	17.1	5.7	2.3	3.4	5.3
8-14-62 605105	✓			—	* ** 54.9	15.2	* 13.0	4.3	2.9	4.3	* 5.4
8-14-62 605106	✓			—	52.9	15.7	16.9	4.9	2.5	*** 2.4	4.7
8-16-62 605415		✓		* ** 1.6	45.0	*** 21.2	16.0	4.0	2.9	3.5	* 5.8
8-16-62 605416		✓		* ** 0.7	49.5	18.1	14.7	4.3	3.0	3.9	* 5.8
8-16-62 605417		✓		* ** 0.8	51.6	16.9	14.6	4.3	2.8	3.9	5.1
[illegible]		✓		—	41.3	*** 21.5	18.7	5.0	3.3	4.5	* 5.7
8-22-62 [illegible]	SPR ✓			—	52.8	18.0	14.1	4.3	2.8	*** 2.8	5.2
8-24-62 [illegible]	✓			—	48.2	20.6	15.8	4.2	2.8	3.2	5.2
[illegible]	✓			—	50.5	17.3	16.0	4.8	3.1	3.0	5.3
8-24-62 [illegible]	✓			—	52.8	16.7	14.6	4.3	2.8	3.5	5.3
[illegible]	✓			—	* ** 54.4	15.0	14.4	5.3	2.7	3.0	5.2
[illegible]	✓			—	* ** 53.3	16.1	14.1	4.5	3.0	3.6	* 5.4
[illegible]	✓			—	46.4	*** 21.3	16.7	4.4	2.7	3.1	* 5.4
[illegible]	✓			* ** 1.0	51.7	17.4	14.6	4.7	2.3	3.3	5.0
[illegible]	✓			—	* ** 56.4	15.8	* 13.0	4.0	2.9	*** 2.9	5.0
[illegible]	✓			—	* ** 55.2	17.8	* 13.0	3.7	2.3	*** 2.7	5.3
[illegible]	✓			—	* ** 55.0	18.2	13.9	* 3.2	2.4	*** 2.7	* 4.6
[illegible]	✓			—	* ** 60.0	16.7	* 12.3	*** 2.5	*** 1.7	*** 2.4	* 4.4
[illegible]	✓			—	51.7	16.8	15.1	4.8	3.2	3.3	5.1
9-6-62 [illegible]	✓			—	50.9	17.6	16.0	4.8	2.7	*** 2.6	* 5.4
	16	10	-								

Lab Reports

⑥

orm E-49

TABULATION SHEET

OREGON STATE HIGHWAY
DEPARTMENT

SHEET 2 OF 4 SHEETS

RICE HILL - N. OAKLAND JCT.

JOB MIX B	50.2	17.1	16.7	5.3	2.7	3.0	5.0
/ tolerances	46.2-53.0	13.1-21.0	13.7-19.7	3.3-7.3	2.0-4.7	3.0-5.0	4.7-5.3
Standard Spec.	40-53	11-21	12-20	3-9	2-7	3-7	

LAB. NO.	MIXTURE T	B	S	R.T 3/4	3/4-4	#4 - #10	#10-#40	#40-#80	#80- #200	P.#200	%AC
9-[illegible]-62 609[illegible]3	✓			—	52.1	16.5	15.1	4.9	3.0	3.2	5.2
[illegible]		✓		—	50.6	16.4	16.3	5.0	2.9	3.6	5.2
609[illegible]5		✓		—	51.4	20.2	14.3	3.5	2.3	* 2.8	* 5.5
9-6-62 60[illegible]		✓		*** 2.5	50.3	17.1	15.0	4.2	2.6	3.4	4.9
9-10-62 [illegible]	✓			-	52.2	16.4	15.1	5.0	2.8	3.4	5.1
9-10-62 609-[illegible]	✓			*** 0.8	50.3	15.4	15.7	5.6	3.1	3.7	* 5.4
9-10-62 609481	✓			—	47.8	18.1	17.3	5.2	3.2	3.6	4.8
9-11-62 610518	✓			—	49.4	17.9	15.5	5.8	3.0	3.1	5.3
9-11-62 610519	✓			*** 0.6	* 56.7	14.1	* 12.1	5.1	3.1	3.2	5.1
9-14-62 610585		✓		*** 0.8	* 55.9	* 12.7	13.7	6.5	2.8	* 2.8	4.8
9-17-62 610586		✓		—	51.8	15.0	14.7	7.2	3.1	3.0	5.2
9-17-62 610587		✓		*** 0.8	49.6	15.1	15.2	7.1	3.6	3.7	4.9
9-20-62 611235		✓		*** 2.0	* 54.5	14.7	13.9	5.2	2.4	* 2.5	4.8
9-20-62 611236	✓			—	* 43.6	17.9	* 19.8	* 7.6	3.2	* 2.8	5.1
9-20-62 611238	✓			—	51.0	15.0	17.0	6.9	2.7	* 2.4	5.0
9-20-62 611239	✓			—	50.1	15.4	17.3	6.9	2.5	* 2.5	5.3
9-20-62 611240	✓			*** 0.6	51.4	15.2	15.9	6.3	2.7	* 2.8	5.1
[illegible]	✓			-	46.8	16.6	17.3	6.7	3.3	3.8	* 5.5
611242	✓			—	52.5	15.6	14.3	6.3	3.2	3.2	4.9
9-20-62 611327	✓			*** 0.7	48.5	14.4	18.0	* 7.4	3.0	* 2.8	5.2
9-27-62 612952			✓	—	52.7	15.1	* 13.4	4.9	3.4	4.6	* 5.9
612753			✓	-	52.0	17.4	15.9	4.8	2.1	* 2.9	4.9
[illegible]			✓	-	* 45.6	19.2	17.8	5.3	3.2	3.4	* 5.5
[illegible]	✓			—	* 54.5	15.6	13.9	5.1	2.9	3.2	4.8
[illegible]	✓			-	* 54.0	16.2	14.3	4.4	2.6	3.5	5.0
[illegible]	✓			*** 0.7	* 56.1	15.6	* 12.7	4.0	2.5	3.4	5.0
	16	7	3								

Lab Reports ⑥

3 of 4

No.	Mix T-B-S	R 3/4	3/4-4	4-10	10-40	40-80	80-200	P200	AC
9-10-62									
026208	T	0	49.4	18.8	14.0	6.5	2.7	3.6	5.0
9-10-62		* **	* **	* **		*			*
[illegible]	T	1.7	57.3	23.8	15.9	7.7	4.1	3.9	5.6
9-11-62			*	* **					*
026210	T	0	40.9	22.6	17.1	7.3	2.9	3.7	5.5
9-11-62		* **	* **	* **					*
[illegible]	T	1.1	39.0	24.3	16.0	6.7	3.2	4.1	5.6

4

Lab
Reports ⑥

orm E-4

TABULATION SHEET

SHEET 4 OF 4 SHEETS

OREGON STATE HIGHWAY DEPARTMENT

RICE HILL - N. OAKLAND JCT.

	3/4-4	#4 - #10	#10-#40	#40-#80	#80- #200	P.#200	%AC
JOB MIX	50.2	17.1	16.7	5.3	2.7	3.0	5.0
± tolerances	[illegible] 53.0	13.1 - 21.0	13.7 - 19.7	3.3 - 7.3	2.0 - 4.7	3.0 - 5.0	4.7 - 5.3
Standard Spec.	40-53	11-21	12-20	3-9	2-7	3-7	

LAB. NO.	MIXTURE T	B	S	RET 3/4	3/4-4	#4 - #10	#10-#40	#40-#80	#80- #200	P.#200	%AC
[illegible]			✓	* ** 1.0	* ** 58.3	15.6	* 12.2	3.6	* ** 1.8	* ** 2.6	4.9
[illegible]	✓			—	52.5	17.9	13.9	4.0	2.7	3.5	* 5.5
10-11-62 [illegible]	✓			* ** 0.8	49.7	16.4	* 13.[illegible]	5.3	4.2	5.0	5.2
10-4-62 [illegible]	✓			* ** 1.3	51.3	16.7	15.5	4.2	2.7	3.1	5.0
10-11-62 [illegible]	✓			—	46.7	19.0	16.8	5.4	3.2	3.7	5.2
[illegible]	✓			* ** 0.7	47.7	17.8	16.8	5.3	3.3	3.4	5.0
[illegible]	✓			—	50.9	17.8	15.1	4.1	3.3	3.7	5.1
[illegible]	✓			—	50.1	15.5	17.3	5.5	3.2	3.3	5.1
[illegible]	✓			—	48.0	17.1	16.3	5.1	4.1	4.0	* 5.4
619595	✓			—	* ** 53.9	15.4	14.6	4.7	3.0	3.5	4.9
619591	✓			—	48.6	15.9	16.8	5.6	3.9	3.9	5.3
[illegible]	✓			—	* 40.9	* ** 22.9	17.4	5.3	3.2	* 5.2	5.3
[illegible]				—	* 41.0	* ** 23.3	17.1	5.5	3.2	4.5	* 5.4
[illegible]	✓			—	* ** 37.7	* ** 24.0	16.8	5.4	3.1	* 5.5	5.3
[illegible]		✓		—	* ** 38.1	* ** 26.5	16.5	4.6	2.9	4.7	* 5.7
[illegible]	✓			—	* 41.0	* ** [illegible]	15.7	4.0	2.7	* 5.1	* 5.8
10-22 [illegible]	✓			—	* 41.1	* ** 24.8	16.1	4.2	2.7	5.0	* 6.1
10-22 [illegible]	✓			—	* ** 38.2	* ** 25.3	18.7	5.1	3.5	3.9	5.3
10-25 6175[illegible]1	✓			—	* 44.5	* ** 23.0	16.2	4.9	3.0	3.3	5.1
10-25 617[illegible]2	✓			-	* ** 35.9	* ** 28.2	17.6	4.6	3.2	4.2	* 6.3
10-23 6175[illegible]	✓			-	* 41.7	* ** 23.1	17.7	4.8	3.4	3.6	* 5.7
10-25 [illegible]	✓			* ** 1.1	* 44.2	* ** 23.5	16.4	4.5	3.2	3.1	5.1
10-25 [illegible]	✓			-	* ** 29.3	* ** 30.6	* ** 21.8	5.9	3.1	4.0	5.3
10-30 [illegible]	✓			—	* ** 36.7	* ** 25.9	17.3	6.0	4.1	4.8	5.2
10-30 [illegible]	✓				47.9	* ** 21.3	14.1	4.5	3.5	3.6	5.0
11-2 [illegible]	✓				* ** 54.0	20.5	* 12.0	* ** 2.9	* ** 1.9	3.0	* 5.7
[illegible]	24	1	1	5	* 16 ** 9	* 14 ** 14	* 4 ** 1	* 1 ** 1	* 2 ** 2	26	

Reports ⑥

Average - 82 Tests
Top & Base

[illegible]	50.2	17.1	16.7	5.3	2.7	3.0	5.0
[illegible]	46.2-53.0	13.1-21.0	13.7-19.7	3.3-7.3	2.0-4.7	3.0-5.0	4.7-5.3
[illegible]	40-53	11-21	12-20	3-9	2-7	3-7	
R 3/4	3/4-4	4-10	10-40	40-80	80-200	P200	AC.
0.36	48.9	18.5	15.5	5.1	2.9	3.5	5.2
Average - 60 Test - Top.							
0.19	48.5	18.8	15.7	5.1	3.0	3.5	5.2
Average - 22 Tests - Base							
0.83	50.1	17.5	15.2	4.9	2.7	3.5	5.2

Lab
Reports ⑥

RECEIV
SEP 24 1962
FOR P

COMMISSIONERS
GL[illegible] JACKSON, Chairman
Medford
KENNETH N. FRIDLEY, Member
Wasco
DAVID B. SIMPSON, Member
Portland

FLOYD QUERY, Secretary
Salem

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 21, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Route Shield Revisions
Rice Hill-N. Oakland Jct. Section
Pacific Highway
Contract No. 5812
Project I-5-3(16)145

Dear Sir:

Attached are two copies of drawings S-126, 127 and 129 which have been revised. These revisions are for the purpose of returning the old highway designation to US 99 instead of ORE 235 through Drain, Oakland and Roseburg.

This has been discussed with Mr. Brooks of your office.

We request your concurrence in these changes and your participation in any costs incurred in placing the US 99 shields in lieu of the originally proposed marking. We also request your participation in the purchase of the ORE 235 shields if they have already been fabricated.

Very truly yours,

F. D. Morgan
Construction Engineer

By F. B. Klaboe
F. B. Klaboe
Assistant Construction Engineer

CHB:fp
Enclosures
cc R. L. Porter
F. B. Crandall
L. R. Chandler

NOTED
R. L. PORTER

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OFFICE OF
STATE HIGHWAY ENGINEER

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SEP 25 1962
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5812

Salem, Oregon
September 21, 1962

Entrained-Air Content of
Portland Cement Concrete
in Pavement

Mr. R. L. Porter
Asst. State Highway Engineer
OFFICE

A valid argument to refute the premise that entrained air in portland cement concrete pavement must be not less than 3%, (based on the contract requirements of Contract 5812, Rice Hill-N. Oakland Jct. Section specifically) follows:

1. The printed standard specifications (under 2.20.7) provide that defined admixtures must be added in the field to obtain entrained air, and (under 2.20.10) that proportions are set by us, with guarantee to contractor that required amount of field-added admixture to be furnished by him will be in some variable quantity limited as necessary to provide not less than 3% and not more than 6% of entrained air in the mix.

2. The printed standard specifications do not permit air-entraining cement.

3. Supplementary Specifications for Portland Cement Concrete (June 1960 version) under (a) changes No. 2 above to define air-entraining cement and to permit its use, with the qualifying statement that its use "will not of itself guarantee proper air entrainment ... it being understood that the obtaining of proper air entrainment is to be in conformance to" 2.20.10 of the printed standard specifications. The reference here to 2.20.10 refers to proportions of cement as that is the subject of the supplement.

4. Supplementary Specifications for Portland Cement Concrete (June 1960 version) under (d) changes No. 1 above by giving the contractor a choice of using air-entraining cement to obtain entrained air, in lieu of field-added admixtures, with the qualifying statement that regardless of his choice, it is subject to "adjustment" as we think necessary "to obtain proper and uniform air entrainment". The "adjustment" refers to quantities of what the contractor elects to use.

Nowhere is printed standard specifications 2.20.10 modified in any respect as none of the above modifications under 3 and 4 are in conflict with 2.20.10.

5. Standard specifications 2.20.10 says that proportions of specified materials (including air-entraining admixtures) are set by us and contractor is protected as to wide variations in our decisions as to the quantities to be used; i.e., (a) no strength less than 3,300 psi, (b) cement adjustment plus or minus from 1.45 bbls., (c) approx. aggregates 2 parts fine to 2-1/2 parts coarse, (d) water for relatively low water-cement ratio, and (e) air-entraining admixture within a limited range, to give 3 to 6% air. No representations or language of 2.20.10 says anything that specifically defines the mix or prescribes the exact quantities of materials to be used. Nowhere is there any statement that the mix must contain 3 to 6% entrained air; this reference is for admixtures only and with the same meaning and intent for protection of the contractor from the rights of the engineer to vary proportions as is provided for variations in cement.

Conclusions — (A) The word "cement" in 2.20.10 now refers to and includes air-entraining cement and the term "air-entraining admixture" in 2.20.10 is defined under AASHO M 154 and does not refer to any kind of cement. (B) The 3 to 6% reference for quantity of "air-entraining admixture" has no bearing or applicability to the mix requirement per se unless entrained air is to be obtained with the admixture.

(C) The full intent of 2.20.10 is to retain control of the proportions of all materials in the mix to our engineer and to protect the contractor against any large variations of those materials (cement and air-entraining admixtures) which might vary his bidding basis and actual costs. (D) Under this interpretation, the contractor is responsible for the quality of the materials and the State is responsible for the quantities to be used and the resulting strength of the concrete (not less than 3,300 psi). If the State wants higher strengths it pays for the extra cement. If the State wants more entrained air (when air-entraining cement is being used as the contractor's choice) it pays for the extra cement. If the State wants more entrained air than 6% (when the contractor has chosen to use an admixture in the field) it pays for the extra admixture.

Virgil G. O'Neil
Specifications Engineer

VGO'N:bb

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[illegible]

5812

Salem, Oregon
September 18, 1962

Rice Hill-North Oakland
Junction Section
Pacific Highway
Contract 5812

Mr. F. D. Morgan
Construction Engineer
Building

Reference is made to the specifications in connection with the above contract that has to do with air entrainment in portland cement pavement. This matter has been under discussion for the last week or two and, because of varying differences of opinion, I have asked the Legal Department to examine the contract and advise me of their thinking from a purely legal approach.

Attached hereto is a copy of Mr. Lindas's opinion and I suggest that you distribute further copies of this to the Division and Resident Engineers.

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

Attachments

cc Virgil O'Neil - with specifications

FORM E-30 50M 11-61 40290

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

September 17, 1962
Salem, Oregon

SUBJECT: Rice Hill-North Oakland
Junction Section
Pacific Highway
Contract No. 5812

To: Mr. R. L. Porter
Assistant Highway Engineer

OFFICE

Regarding your request for an opinion pertaining to a problem which has arisen in connection with the use of Portland Cement in the performance of the above contract, having particular reference to our Standard Specifications and Special Provisions, and the weight to be given to each, you are advised that the Special Provisions take precedence over both the plans and the Standard Specifications.

With particular reference to the problem involved in this connection, I refer you to Page (b) of the Supplementary Specifications which read as follows:

> "(d) The standard specifications for air-entraining admixtures, as set forth in Articles 2.20.7 and 2.33.8* of the standard specifications, shall be deleted and the following shall be substituted:
>
> '2.20.7 and 2.33.8 Air-entraining Admixtures:
>
> Air entrainment in the concrete mix shall be provided by the use of air-entraining cement or by the addition of an air-entraining admixture to the concrete mix in the field, as the contractor may elect, provided, however that the means used shall be subject to adjustment as determined necessary

Copies To Morgan
O'Neil
Young
Chandler
Resident Eng.
[illegible] Eng
9-18-6 ✓

> by the engineer to obtain proper and uniform air entrainment in the concrete mix. Air-entraining admixtures shall conform to the requirements of the Standard Specifications for Air-Entraining Admixtures for Concrete, A.A.S.H.O. Designation: M154. ' "
>
> * Article 2.20.10 is not expressly deleted.

You will note that the above quoted passage from the Special Provisions contains no specific requirement as to the percentage of entrained air in the concrete. Notwithstanding the failure of the Special Provisions to expressly delete Article 2.20.10 of the Standard Specifications, it is clear that to the extent such article conflicts with the quoted Special Provisions, the latter must control.

This would hold true if there was nothing further in the specifications in connection with this matter since this is the case law universally adopted in this country. However, I further call your attention to Article 1.5.3 of the Standard Specifications, which makes this point very clear and I quote as follows:

> "In cases of conflict in the requirements and provisions as set out by the Standard Specifications, the plans and the Special Provisions, it shall be understood that the Special Provisions take precedence over both plans and the Standard Specifications, and that the plans take precedence over the Standard Specification."

Reiterating the conclusion I have previously given you in connection with this matter, it is the opinion of the undersigned that the Special Provisions supersede the General Specifications in all respects.

L. I. LINDAS
Chief Counsel

LIL:dc

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FORM E-30X—50M—5-62 43900

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5812

ORECON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 10, 1962

SUBJECT: Rice Hill-North Oakland Jct. Section

To:

MEMO TO THE FILES

Division Engineer Chandler called this date and requested that we permit traffic to use the new PCC pavement on this project. It is necessary to divert traffic to this new pavement in order to complete the plug in the Turkey Hill Cut Quarry.

The matter was discussed with Mr. Paxson who authorized proceeding with the stipulation that the contractor's vehicles must be limited to legal axle loads. It was also stipulated that the pavement to be used by the public and the contractor must have a compressive strength of 3,000 pounds per square inch.

F B Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:fp

cc G. S. Paxson
R. L. Porter
G. W. Harra
L. R. Chandler

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OFFICE OF
STATE HIGHWAY ENGINEER

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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

6116

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 5, 1962

Ms. M. Ranstad
Traffic Safety Supply Co.
2324 S.E. Umatilla Street
Portland 2, Oregon

Dear Madam:

There are attached the Sign Summary and Production Specification Sheets for the Rice Hill-N. Oakland Jct. Section, Contract 5812, which you requested be checked and approved.

It is considered that the summarizing of the signs required, while being required for the efficient performance of the work, cannot be officially approved by the State because the final determination of payment is on an "in place" basis. Further, it is not the responsibility of the State to determine the quantities of specific letters, border strips, etc., that are required to perform the work. For these reasons the attached sheets are returned unchecked and, consequently, without commitment of approval.

For your information, there is indicated on the attached sheets anticipated revisions required by the relocation of U.S. Route 99. These revisions will not become effective until notification is given by the engineer.

Very truly yours,

Tom Edwards
Ass't. State Highway Engineer

By Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

RECEIVED
SEP 11 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Attachments
DR:am
bc: Tom Edwards
Ed Self
J. L. Hagedorn

NOTED
TOM EDWARDS

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(8-23-59)
SEP 5 1962
FOR FILING

ITED STATES GOVERNMENT
Memorandum

U.S. EPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, N.E.
Salem, Oregon

I TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 31, 1962

5612

Morgan
Harra
Young

FROM : A. W. Parsons, Division Engineer
08-35.8-DB Salem, Oregon

SUBJECT: Oregon Project I-5-3(16)145
Rice Hill-N. Oakland Junction Section
Pacific Highway

Reference is made to Mr. Harra's letter of August 27 requesting our approval of a modification of the specified entrained air in portland cement concrete pavement being placed on the subject project.

We do not consider that the reasons furnished in support of the request are adequate justification for modifying the specified 3 to 6% entrained air downward to a minimum of 2%. Approval of such a modification is, therefore, denied.

In our opinion any specification written into a contract is considered necessary in order to obtain the desired results in the constructed improvement. Unless the modification of specifications results in better construction, a saving in cost to the State without loss of quality in the end product, or for some reason beyond the control of one or both of the contracting parties, there is no justification for modification thereof. In the subject instance it is apparent that the proposed modification benefits only the contractor.

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AUG 31 1962
OFFICE OF
STATE HIGHWAY ENGINEER

original To Harra
Copies To Morgan + Young
9-5-62

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R. L. PORTER

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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 29, 1962

Roy L. Houck & Sons
Contractors
1558 N. 20th St.
Salem, Oregon

ATTENTION Mr. James Houck

Gentlemen:

Subject: Rice Hill-North Oakland Jct.
Section
Asphalt Concrete Paving

Analysis of all laboratory samples taken during construction of subject project from August 8 through August 28, 1962 indicate that 14 of the total 25 are out of specifications in one or more places. Ten of the samples are out of specifications in the quantity of ¾-¼ inch size, the quantities ranging from 28.5% to 49.0%. Four of the samples are out of specifications by showing an excess quantity of ¼ to 10 size. Six of the samples have a deficiency of fine material in the 10-0 fraction.

The excessive range in the quantity of ¾-¼ indicates an extreme inefficiency of the screening operation or an inexcusable carelessness in feeding the cold aggregate and in "pulling" the batch weights.

The deficiency of material passing the number 200 sieve, with the exception of one sample, occurred when there was excess ¾-¼ and would therefore appear to have the same causes. The extreme variation in dust content, however, 2.4% to 5.8%, would appear to be due to improper feeding of the two types of fine aggregate— one which contains considerable dust and one which contains very little dust.

The asphalt content also shows excessive variation. Although only one sample is outside the general specification limit, the range of 4.4% to 5.4% for the top course is far from being within the ± 0.3% tolerance permitted the job mix formula.

NOTED
TOM EDWARDS

The evidence derived from the sample analyses indicates an entirely unsatisfactory plant operation. Undoubtedly, prior to acceptance of the project, this office will be requested to explain the lack of conformance to specifications. Such a request will be forwarded to you. In view of the fact that the large number of aggregate production samples show good uniformity well within the permitted tolerances, it is hoped you can provide satisfactory answers to the request.

Very truly yours,

O A White

O. A. WHITE
Ass't. Engineer of Materials

OAW:arn

c.c. Const. Eng'r.
L. R. Chandler
J. R. Hagedorn
Tom Edwards
D. W. Kandle
B.P.R.

AUG 30 1952

FORM E-123X

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

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AUG 3 1962
FOR FILING

5/12

August 1, 1962

Ms. June Thomas
Porce-Alums Co.
2300 Lake Park Blvd.
P. O. Box 266
Alliance, Ohio

Dear Ms. Thomas:

You have recently requested a sample color chip of the proper green color to use on the Rice Hill-North Oakland Junction signing project.

Please be advised that the color sample transmitted to you on June 18 for the Hayesville-Judkins Point Contract will be satisfactory for use as a color sample on the Rice Hill-North Oakland Junction job.

Very truly yours,

Tom Edwards
Assistant State Highway Engineer

by

FOR F. B. Crandall
Traffic Engineer

LHG:mgn
bc: Tom Edwards
G. S. [illegible]
F. D. Morgan

NOTED
TOM EDWARDS

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AUG 1 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible] 1962
FOR FILING

Porce - Alume Co.

2300 Lake Park Blvd. - P. O. Box 266 - Alliance, Ohio

REFERRED TO
Mr. [illegible]
BY DEPUTY STATE HIGHWAY ENGINEER

July 24, 1962

State of Oregon
State Highway Department
Salem 10, Oregon

Gentlemen:

Please send color chips of the green and blue colors for the Rice- Hill- N. Oakland Jct Section Job.

Very truly yours,

PORCE-ALUME CO.

June L. Thomas (Mrs. R. V.)

/ch

cc: RLPorter, State

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Form PR-33
(5-2-56)

BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE

Region
XXXXX No. 8
Division
XXXXX Oregon 711
Project No. I-5-3(16)145

INSPECTION-IN-DEPTH

Report on Base Surfacing Phase

Inspection made by Florian Mills, Area Engineer
R. A. Nichols, Asst Area Engr.

Date inspection made May 31 & June 1, 1962

In company with J. R. Hagedorn, Resident Engineer

Time Spent: Review of plans, specifications and project file - 3 hrs. Travel - 10 hrs. Field - 18 hrs; Field Office - 6 hrs; Write-up - 12 hrs.

OREGON INTERSTATE PROJECT I-5-3(16)145, Rice Hill-North Oakland Junction Section
Pacific Highway

Description of Improvement: Grade, drain, pave, sign and structure, Station 1237+00 to Station 1614+00

Contractor Name & Address: Grade, pave and sign - Roy L. Houck Sons' Corp., Salem Oregon. Structure - Sig Anderson, Coos Bay, Oregon

Award Date: 12-12-60
Contract Amount: Grading and paving - $1,581,649.35
Structure - $63,560.00
Time Allowed ; Grading and Paving - 230 work days
Structure - 100 work days
Time Started: Grading and Paving - 4-17-61
Structure - 9-11-61
Work Started: Grading and Paving - 4-14-61
Structure - 8-18-61
Quality of Work: Satisfactory
Progress of Work: Grading and paving - Unsatisfactory
Structure - Satisfactory
Time Elapsed - Grading and paving - 52%
Structure - 99%
Work Completed: Grading and Paving - 33%
Structure - 100%
Roadbed: (Width 52.4 to 144 feet O. to O. of shoulders)

Type	Type Code No.	Net Length (Miles)	Base Surfacing Thickness Edge (Inches)	Base Surfacing Thickness Center (Inches)	Base Surfacing Width (Feet)
PCC Pavement	7221	4.572	18½	12	40
Asphaltic Conc.	6201	2.586	21½)	19½)	40)
			16)	14)	40)

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JUL 26 1962
OFFICE OF
STATE HIGHWAY ENGINEER

(more)

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7-27-62

Structures 20' Span (Over)

Type	Type Code No.	Net Length (Miles)
Prestressed Conc. Girder	X781	0.000

SUMMARY AND RECOMMENDATIONS:

The administration of the project is good. Records are in good shape and adequately documented.

Grading operations and the installation of minor drainage structures have been well controlled by competent staking and inspection.

The grading of the base surfacing materials is well controlled by field screen analysis and check samples submitted to the central laboratory. Adequate control of the Atterburg Limits is lacking due to the lapse of time between the time the samples are taken and the results are returned from the central laboratory, since these tests are being run only by the central laboratory.

In view of the number of samples ofbase surfacing failing to meet the specified Atterburg Limits, it is recommended that extensive sampling and testing of these materials be done by central laboratory personnel with a Bureau representative present.

On future projects, it is recommended that the special provisions provide for a sand equivalent test and resident engineers be equipped and required to run this test and the Atterburg Limit tests in the field in addition to the tests made by the central laboratory.

Prior to making this inspection, the State's Head Office was contacted and we were advised that the Division Office would be advised and arrange for a State Highway representative to accompany us on the inspection. Resident Engineer J. R. Hagedorn was delegated this duty by the Division Office.

INSPECTION PROCEDURES

Inspection procedure included covering the entire project, questioning the resident engineer, interviewing inspectors, weighmaster, other engineering personnel and contractor personnel, taking of randon check measurements and record samples, inspection of the scales, scale and test building. Also a review of office records, including field books, diaries, correspondence, test reports of both field tests and central laboratory, progress estimate data, and surfacing graph.

(more)

WORK IN PROGRESS AT TIME OF INSPECTION

Excavating for slope inlay to counterbalance a slide at Sta. 1253± under extra work order.

Sloping and shaping subgrade at Stas. 1373 and 1378.

Sorting rock and hauling to Sta. 1326 for rip rap.

Drilling and loading holes for blasting at Sta. 1380±.

Hauling and placing rock for inlay to counterbalance cut slope slide on the frontage road on the left of Sta. 1425± under extra work order.

Excavating for culvert pipe at Sta. 1571+.

Shaping subgrade at Sta. 1583±.

Due to the lack of blasted rock, no crushing, hauling or placing of base surfacing was in progress.

STATEMENT OF FINDINGS

J. R. Hagedorn, CE II, Resident Engineer, and his key personnel have been in this area on various projects for a number of years. During the past five years, most of these projects have been in the area covered by this area engineer.

The resident engineer has a copy and is familiar with the AASHO Informational Guide on Project Procedures, and it has been given to other key personnel for their reading.

Interviews with and observations of the inspectors, computor, draftsman, weighman, and test man indicated that these men are familiar with their duties and the requirements of the specifications.

Relationship with the contractor and his personnel is satisfactory.

The resident's office is located in the Division Office Building in Roseburg, Oregon. Problems that arise requiring the advice and decision of higher authority is discussed in person with the Division Engineer or his staff. The project records, including field notes, correspondence, test data, force account data, pay quantities, computations and diaries, were reviewed and found well documented with the exception of the diary of Inspector E. D. Secoy. This man's diary was found lacking in specific detail and documentation of instructions and conversation with contractor's supervisory personnel. The resident engineer was aware of this deficiency and had discussed it with Mr. Secoy.

(more)

Blue tops are set for finishing the subgrade. Additional grade stakes are set for the top of the blanket course, the top of the coarse base course and the top of the top course of base. Material for crushing of base surfacing has been obtained from within the neat lines of the rock roadway cut between Stas. 1373+50 and 1383 as permitted by the special provisions of the contract. The material within the roadway cut has been practically exhausted and an area outside of the neat lines of the cut has been designated and staked for obtaining the balance of the material as provided under the contract.

The material in this cut is a marine basalt and is classed as borderline. It is the only material in quantity within a reasonable distance of the project. In view of its borderline status, the contract provided for the rejection of all material passing a 1" screen after being crushed by the primary crusher.

The crushing plant consists of a 30" x 42" primary jaw crusher, 4 cone crushers, (1 - 5' and 3 - 4') and 2 roll crushers.

All of the 3/4"-0 base and blanket course material is crushed and stockpiled with part of the blanket course placed on the road. All but approximately 10,000 cu.yds. of the coarse base is crushed with part in stockpile and part placed on the road.

An average of 4 field screen tests are run per shift on each size of material produced and 2 samples per shift are submitted to the central laboratory for testing.

During the early stages of the crushing operations, central laboratory tests for abrasions indicated that the abrasion on a number of samples was running slightly over the specified 35% but were less than 40%. The State requested that the specifications be amended to permit the use of material with a maximum abrasion loss of 40%. This was approved. No tests have shown an abrasion exceeding 40%.

A review of the field screen tests indicated that material meeting specified grading is being obtained. Eighty-six reports available on the tests made on the 2"-0 base by the central laboratory showed eleven samples with the following deficiencies: Five samples had an excess P.I. varying from 1% to 3% and two of these had an excess L. L. of 2% and 3%; three samples were deficient in material retained on the 1" screen by 1.1%, 1.1% and 1.4%; and three were deficient in material passing the 1/4" screen by 0.5%, 4.8% and 9.7% with a 10.8% oversize in this last sample. All of these deficiencies except one has been on material tested since the April 18, 1962 inspection.

Reports on eighty-four samples of 3/4"-0 base and blanket course material made by the central laboratory were available for review. Of these eighty-four tests, nineteen failed to meet specified requirements in all respects. The

(more)

deficiencies are as follows:

One sample 1% over in P.I. and L.L.
One sample 2% over in P.I. and L.L.
One sample 4% over in P.I. and 7% over in L.L.
One sample 3% over in P.I. and 4% over in L.L.
One sample 4% over in P.I. and 6% over in L.L.
One sample 3% over in P.I. and 1% over in L.L.
One sample 2% over in P.I. and 3% over in L.L.
Three samples 1% over in L.L.
One sample 2% over in L.L.
One sample 2% over in P.I. and 4% over in L.L. and has 2.2% excess passing ¼" screen.
Four samples had an excess passing the ¼" screen of 2.4%, 5.4%, 1.9% and 1.9%.
Two samples had an excess of 7.1% and 6.5% retained on the 3/8" screen.
One sample taken immediately after the preliminary adjustment of the plant at the start of the crushing operations showed an excess of 5.9% retained on the 3/8" screen and a deficiency of 1.1% passing the ¼" screen.

Nine of these deficiencies, all in P.I. and L.L., have occurred in samples tested by the central laboratory since the April 18, 1962 inspection.

Since it has not been the practice of the State to equip the project with liquid limit and plastic index testing equipment or trained personnel for performing these tests, none were made by the resident engineer. Generally these tests are performed only in the central laboratory. With the lapse of time between the taking of the sample and the receipt of the results from the central laboratory, the resident engineer lacks the immediate control of this phase of the work he should have. A sand equivalent requirement is not included in the specifications for this material.

Two progress samples of 3/4"-0 material and three of 2"-0 material previously taken and reported indicated the material met specification requirements.

A final record sample of the 3/4"-0 blanket course and 2"-0 base course surfacing were obtained during this inspection. The blanket course sample was taken from the roadway centerline at Sta. 1474, southbound lane. Measured depth 4", specified depth 4". A slight intrusion of the subgrade was noted in the bottom ½". Tests showed this material met specification requirements.

The 2"-0 base sample was taken from the roadway 20' right of centerline, Sta. 1537+50 southbound lane. Measured depth 12½", specified depth 13" as revised. (Due to the apparent high degradation of the 3/4"-0 material as noted from observations of the material used on a detour and subject to traffic during part of the past winter and indicated by degradation tests, the State requested and the Bureau approved the increasing of the depth of 2"-0 base material from 12" to 13" and the decreasing of the 3/4"-0 base from 2" to 1" at the following locations:

(more)

Southbound lanes Sta. 1237 to Sta. 1246+50
Northbound lanes Sta. 1477+43 to Sta. 1489
Southbound lanes Sta. 1503 to Sta. 1589).

Tests showed this sample was deficient by 5.5% of material retained on the 1" screen and had an excess of 1.7% passing the ¼" screen. It met specification requirements in all other respects. This base material has been subjected to considerable heavy construction equipment traffic and apparently has degraded.

The special provisions of the contract prohibit the use of material from this source as Portland Cement Concrete and asphaltic concrete aggregates.

The following additional measurements were taken during this inspection:

1. Subgrade

Station	Measured Width	Plan Width
1261	52.5'	52'
1332+50	52.5'	52'
1358+50	52.6'	52'
1447+50	52.6'	52'
1467	51.8'	52'
1519	52'	52'

2. Base Surfacing

Station	Measured Width	Plan Width
1519	42'	41.6'
1537+50	42'	41.6'

3. Culverts at the following locations were measured and found to be as staked:

Station 1260, 36" concrete pipe extension
" 1267+50, 18" concrete pipe extension
" 1326, 8' x 8' concrete box extension

Harold Owen, 2½ cu.yd. shovel operator, was interviewed for labor compliance. He advised he received $4.33 per hour straight time and 1½ times this rate for overtime. The wage decision rate is $3.93 per hour straight time and 1½ this rate for overtime.

Progress at this time is unsatisfactory but once the base surfacing is completed and paving operations get underway, it is anticipated the progress will become satisfactory and the project completed within the contract time.

Traffic is controlled by signing and flagmen with only minor delays.

Weigh scales were checked and approved by the State Department of Agriculture, Weights and Measures Division, on October 6, 1961 and checked for balance by the weighmaster several times during the day.

RECEIVED
UG 1 1962
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
July 26, 1962

SUBJECT: Material Substitution
Contract Signing Project
Rice Hill-North Oakland Section
I-5

To:

F. D. Morgan
Construction Engineer
BUILDING

The subcontractor for the signing on the above mentioned contract has requested that he be allowed to supply the laminated panel form of Type "A" and "B" signs, rather than the extrusion form of Type "A" and "B" signs. The aluminum laminated type of signs are being specified on our more recent type of projects and are being allowed as an alternate type in bidding. It is recommended that the contractor be permitted to make this change with the following provisions:

(1) That all Type "A" and Type "B" signs be of the laminated form.

(2) That a price reduction be granted to the State.

The price reduction should be made in favor of the State, since the laminated panel signs are less expensive than the extruded type of signs. There is an estimated price differential of $.80 per square foot on Type "A" and Type "B" signs. The total Type "A" sign square footage on this project is 1581 square feet and 406 square feet Type "B" signs, for a total of 1987 square feet. At $.80 per square foot price differential, this would result in a total cost reduction in favor of the State of $1589.60.

It is recommended that the contractor be permitted to make this material substitution, on the basis stated above, and that action be taken to initiate this revision. We have made a preliminary check with the Bureau and have determined that they will have no objection to this substitution, if the price reduction is credited to the State.

F. B. Crandall
Traffic Engineer

NOTED
TOM EDWARDS

RECEIVED
JUL 27 1962
OFFICE OF
STATE HIGHWAY ENGINEER

LEG:mgm
cc: Tom Edwards

FORM CD-121
(9-22-5[illegible])

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

RECEIVED
FOR FILING

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 18, 1962

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Equipment Performance Studies
I-5-3(16)145 Rice Hill

We are expecting a study unit comprised of three BPR engineers to arrive at the captioned project to conduct equipment performance studies on or about August 1, 1962, and continuing for about four weeks. These men are assigned out of the Construction Economy Branch of our Washington office.

Their only interest is to obtain stopwatch studies on the PCC paving equipment. The study crew will in no way interfere with your operations and inspections, except perhaps to request information on daily work items completed by the contractor during the study duration.

Mr. F. Klaboe, Assistant Construction Engineer, was verbally advised on July 18th as to these studies.

We request your usual cooperation in assisting these men towards completing their assignment.

RECEIVED
JUL 19 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Paxson

Copy [illegible]

NOTED
G. S. PAXSON

FORM E-1

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

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JUL 19 1962
FOR FILING

[illegible]

5812

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 18, 1962

Mr. J. F. Stillwell
Traffic Safety Supply Company
2324 S. E. Umatilla Street
Portland 2, Oregon

Dear Mr. Stillwell:

We have enclosed two copies of T.E.D. Drawing No. 127R for the Rice Hill-North Oakland Junction Section, Contract No. 5812. T.E.D. Drawing 127, which was included in the bidding plans, has been revised and is superseded by the attached Drawing S127R. Please note that there are two additional signs on T.E.D. Drawing S127R and that the Type 'B' called for is blue porcelain enamel.

It is our understanding that the order for additional work is in the hands of the prime contractor and has been since December, 1961.

We hope that this information will be of some help to you.

Very truly yours,

Tom Edwards
Assistant State Highway Engineer

by Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

DRA:mgm
bc: Tom Edwards ✓
L. R. Chandler
John L. Hagedorn
Attachment

RECEIVED
JUL 19 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1962

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
July 13, 1962

5812

SUBJECT: Specifications Change
Rice Hill-North Oakland Section
Contract No. 5812

To:

Fred Klaboe
Asst. Construction Engineer
BUILDING

The sub-contractor providing the signing for the above named section has contacted this office to request a change in that portion of the Special Provisions dealing with porcelain enamel. With the newer specification the State will obtain a better quality job, in that two coats of porcelain are to be provided. The sub-contractor has stated that no increase in costs will be required to effect this change.

The Bureau of Public Roads has given preliminary approval to this specifications change.

Would you make the necessary arrangements to have the attached Special Provisions inserted into the contract, in lieu of those contained in the original contract.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

DRA:mgm
Attachment
cc: Tom Edwards ✓
I. A. DeFrance

NOTED
TOM EDWARDS

RECEIVED
JUL 16 1962
FOR FILING

[illegible]

5812

July 12, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 12, covering pavement removal on the Rice Hill - North Oakland Junction Section of the Pacific Highway in Douglas County, Contract No. 5812, in connection with Federal-Aid Project No. I-5-3(16)145.

This work is necessary to remove the old pavement and A.C. in areas where failing pavement is too unstable for the proposed overlay and in areas where the grades must be corrected.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:ra
Enc.

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JUN 29 1962
FOR FILING

5412

FORM 3-30X—20M—11-61—40231

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 27, 1962

SUBJECT: Rice Hill-No. Oakland Junction Section

To: MEMO TO THE FILES

Larry Rulien called this date with the following information:

The contractor will produce the following quantities for commercial sources from his Martin Box pit:

2800 cubic yards of bar run
800 cubic yards of 3/4"-0
6000 Tons A.C.

He will also be required to produce approximately 11,000 tons of additional A.C. for the increased thicknesses of surfacing on this project. Rulien is contacting the contractor in an attempt to obtain from him a Price Agreement at bid prices for this additional 11,000 tons, said Price Agreement if executed will contain the stipulation that it is only valid if the contractor is able to produce sufficient rock from the Martin Box area.

F. B. Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: R. L. Porter
L. W. Rulien

[illegible]

NOTED
R. L. PORTER

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JUN 26 1962
FOR FILING

5812

FORM 2-30X—50M—11-61—40231

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 21, 1962

NOTED
R. L. PORTER

To: **MEMO TO THE FILES**

SUBJECT: **Rice Hill-No. Oakland Junction**
Pacific Highway
Contract No. 5812
(Base Course Aggregate)

The Turkey Hill Quarry at Station 1380 has been the source of base course aggregates for the subject project. This quarry had also been the source of both base course and wearing course aggregates on previous contracts southerly from Chenoweth Park.

To remove certain known amounts of softer material the specifications for the current project were written to require scalping on a 1-inch size screen after the original break. Also, because of the abrasion loss being near the 35% limit, use of this material was forbidden in the wearing course of asphaltic concrete. Thus controlled, it was believed satisfactory and acceptable material could be produced from the in place borderline material.

However, during the winter months it was observed that under traffic and in the presence of water the finer 3/4"-0 fraction indicated a tendency to breakdown or degrade. This degradation was watched closely. From visual observation it was determined that, unless corrective measures were taken, some degree of breakdown could be expected under traffic, particularly in the 3/4"-0 level course directly beneath the A.C. surface.

Early in this year's construction season elimination of one-half the specified two-inches of 3/4"-0 levelling course under the asphaltic concrete pavement was sanctioned by the Bureau of Public Roads. Also, the use of an SS-1 emulsion penetration course in place of the specified binder course in an effort to upgrade an extra inch or so of base course material.

In the meantime, laboratory experiments showed the degraded fine material to have various degrees of plasticity, and the penetration with SS-1 to be of doubtful value. Visual observation had verified the first observed tendency of the rock to degrade under the presence of traffic and water. Benklemen Beam Tests on the parallel section of old highway, with surfacing materials from the same source, showed deflections beyond a range considered safe. After investigation these deflections were attributed to degradation of base rock.

On June 12 a meeting with Bureau of Public Roads' personnel was held, on the job, to determine final corrective measures. Representing the Bureau of Public Roads were Marvin E. Martin, District Engineer, Florian Mills, Area Engineer, and Ray Swegler, Materials Engineer. Representing the Highway Department were G. W. Harra, Larry Rulien, John Hagedorn, George Miller and G. L. Decker.

Examples of degradation were observed, along with rutting and "alligatoring" in the parallel section of existing highway. After some discussion it was agreed that the problem was to provide wider distribution of traffic load to base rock than provided by plan specified surfacing depths. At this time the base rock on the A.C. section (the only one in question) is all in place.

Four methods to accomplish better traffic load distribution were discussed as follows:

1. Use of portland cement concrete.
2. Stabilization of base rock in place.
3. An additional 6-inches of sound, non-degrading base rock directly under the A.C. wearing course.
4. Additional depth of asphaltic concrete.

The contractor is producing aggregates for both P.C.C. and A.C. from the closest known source of good sound aggregate. This location is easterly of Oakland on Calapooya Creek. The quantity of this source is limited. Gravels from the Umpqua River near Umpqua, westerly of Sutherlin, is the next closest known source of good quality materials.

The possibility of depleting the material from the Calapooya Creek source influenced the final decision to increase the depth of asphaltic concrete from 4-inches to 7-inches over the new A.C. section from Chenoweth Park Interchange south. From all available data on the subject, the increased depth of 3-inches of A.C. is considered equivalent to at least 6-inches of untreated rock. This approach also has the least effect on shoulder widths and slopes.

The existing parallel section (future northbound) was also discussed during the meeting. Previously it had been decided to increase the plan overlay depth from 2-inches to 4-inches over the poorest section of 3,000 feet, along with complete removal of certain badly broken sections. In addition to this, it was agreed an additional one-inch thickness of overlay over the remaining section should be placed under this contract.

Because of the degrading characteristics of the base course rock from Turkey Hill, the above measures were considered necessary. The Bureau of Public Roads has asked for justification in the form of a report. This Memo was wirtten in a form to serve as such a report, and a copy is being forwarded to Mr. Martin for his use.

At this time the contractor has agreed to place the extra amounts of asphaltic concrete at bid prices providing the material does not run out at the Calapooya Creek source. A survey is being conducted to determine the quantities remaining at this location.

G. L. Decker
Field Construction Engineer

GLD:bjh

cc: R. L. Porter ✓
Marvin E. Martin (B.P.R.)
L. R. Chandler
G. W. Harra
John Hagedorn

RECEIVED
JUN 25 1962
OFFICE OF
[illegible] ENGINEER

RECEIVED
JUN 13 1962
FOR FILING
5212

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 13, 1962

SUBJECT: Rice Hill-No. Oakland Junction Section

To: MEMO TO THE FILES

For sometime past we have been concerned with the adequacy of the base rock materials being produced for use on this project. As noted in previous correspondence, the material has a tendency to degrade under traffic and it is feared that this degradation may be cause for future failures after the highway is open to traffic. As a result of these misgivings, we have again analyzed the situation in the company of members of our staff and of the staff of the Bureau of Public Roads.

On June 12 a meeting was held on the job and it was decided that the area from Chenoweth Park south (which would receive asphalt concrete surfacing) is the area most likely to be effected by the degradation process. The area from Chenoweth Park north will be surfaced with P.C.C. and was not considered in this analysis.

It was decided to increase the asphalt concrete pavement thickness south of Chenoweth Park where new alignment is planned from 4" to a new total of 7". It was also decided to reinforce the existing pavement from Chenoweth Park south with an additional 2" lift of A.C. for about the first 3,000 feet and an additional 1" of A.C. for the remainder. The plans already call for a 2" lift of A.C. over this entire existing pavement so that we will end up with 3 to 4 inches of new pavement here.

It was also decided to dig out any failures in the existing A.C. pavement and plug them with good rock or asphalt concrete before proceeding with this work. A certain amount of patching may also be required in order to bring the section to proper crown and grade.

Apparently no decision was reached on the treatment that would be accorded the shoulder areas here. However, the Division was requested to consider this and come up with a proposed treatment.

The Division is proceeding with negotiations with the contractor in order to fulfill the requirements listed above. It is hoped that the additional work can be performed at the unit bid prices.

FB Klaboe

F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: R. L. Porter
G. W. Harra
L. R. Chandler
A. W. Parsons - B.P.R.

RECEIVED
JUN 14 1962
OFFICE OF
STATE HIGHWAY ENGINEER

1-6-10

CONSTRUCTION DIVISION
RECEIVED
JUN 1 1962
NOTED

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

Roseburg, Ore.
May 29, 1962

Re: Rice Hill-N. Oakland Jct. Section
Contract No. 5812

5812

Roy L. Houck Son's Corp.
1585 N. E. 20th St.
Salem, Oregon

Gentlemen:

Reference is made to the Turkey Hill cut and the specifications which govern the removal and payment for materials excavated from the area. During our discussion of Monday afternoon May 28 it appeared that there were several misconceptions which the following should clarify:

1. The materials excavated from within the neat lines of the roadbed crossection is general excavation. The materials from this zone required for embankment shall be so used and the remaining material in this zone is yours either to crush or to otherwise dispose of.

2. The area beyond the neat roadbed cross-section was designated as a prospective source with no guarantee of either quantity or quality and with the stipulation that any quantity which you wish to utilize for your crushing operation shall be removed at locations designated by the engineer and to lines and grades established by the engineer. This was necessary to insure neat and satisfactory appearance of the slopes adjacent to the roadway.

3. It is stated that you will be payed general excavation for materials removed from beyond the neat roadbed cut lines provided that materials so removed are crushed. Hence it is apparent that overburden in this area cannot be paid for but is yours to dispose of.

I understand that last Friday, May 25, having run out of crushable rock and having estimated a need for approximately 20,000 cu. yds. additional (solid measure) you began drilling in the floor of this cut, that is, below grade and under the future southbound lanes. And that you continued this operation on Saturday. This drilling was undertaken with our knowledge but without our express approval and apparently with assumption on your part that it would be our obligation to furnish backfill material to restore the cut to grade. This assumption is erroneous and in fact we have no such obligation and will allow no sub-excavation for crusher rock in this cut unless it is clearly understood that the obligation and expense of restoring the cut to grade is yours.

These facts were not clear to me on Monday and during our discussion we proposed to stake an area on the easterly side of this cut for your use and estimated that it contained about 11,000 yds of rock and perhaps 1,900 yds of overburden. The present detour must also be obliterated at a latter date which makes additional yardage available for backfilling this cut. In view of this and aware that you had already drilled a portion below grade and were in need of rock for your crusher I advised you to proceed with your sub-excavation up to a quantity of 5,000 yds. However, since the overburden on the easterly side of the cut is yours and since it appears that we will not have 5,000 yds from our detour obliteration please be advised that our understanding must be modified as follows:

We will deposit the materials from our detour removal in the cut if you so desire at which time they will become yours to place and grade. You may remove the additional yardage as staked on the easterly side with the understanding that the overburden(uncrushable material) is yours. Payment will not be made for the excavation of the overburden nor will payment be made for any additional materials which you may require to restore the roadbed to grade (other than the materials from the detour which of course are to be removed on force account).

Yours truly,

L.W. Rulien
Asst. Division Engineer

CC C.T. Houck
F.D. Morgan
J.R. Hagedorn

RECEIVED
MAY 16 1962

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

511

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 14, 1962

Mr. Roy L. Houck, Sr.
Roy L. Houck Sons' Corporation
1585 - 20th Street, N. E.
Salem, Oregon

Re: Rice Hill-No. Oakland Junction Section

Dear Mr. Houck:

Reference is made to your telephone request of this morning concerning the number of saw blades to order for the transeverse joints on the P.C.C. work for this contract. We have checked with the Cramer Machinery Company in Portland and they advise us that standard 10" x .125" diamond saw blades can be delivered by them in one week's time to any project. Please, therefore, acquire ten (10) blades for this project.

If more blades are needed for other work under contract to your organization, we will advise you in plenty of time to acquire them.

Very truly yours,

F. D. Morgan
Construction Engineer

By
F B Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: G. S. Paxson
R. L. Porter
L. R. Chandler

RECEIVED
MAY 15 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 10 1962
FOR FILING

May 9, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 11 covering slide removal and rock inlay on the Rice Hill-North Oakland Junction Section of the Pacific Highway in Douglas County, Contract No. 5812, in connection with Federal-Aid Project No. I-5-3(16)145.

This work is necessary to correct a slide near the north end of the project and where the railroad is on a cut bank above the highway. It is proposed to excavate so a rock inlay can be placed to stop sloughing.

The work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt

Enc.

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MAY 3 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

5/12 —

May 2, 1962

Mr. Roy L. Houck, Sr.
Roy L. Houck Sons' Corporation
1585 - 20th Street, N. E.
Salem, Oregon

Re: Rice Hill-No. Oakland Jct. Section

Dear Mr. Houck:

Reference is made to recent conversations concerning the matter of constructing contraction joints for the P.C.C. pavement on this project. We have been informed that the Cramer Equipment Company of Portland, Oregon, has a 12 foot 2-gang saw available at a rental rate of $450.00 per month.

We are also informed that similar type saws are available from the Concrete Sawing Equipment Company, Inc., 331 North Santa Anita Avenue, Arcadia, California.

Very truly yours,

F. D. Morgan
Construction Engineer

By F. B. Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: R. L. Porter ✓
L. R. Chandler

RECEIVED
MAY 1 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 4 1962
FOR [illegible]

5812

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 2, 1962

CG Polk

FROM : C. G. Polk, Division Engineer
08-35.8-DB Salem, Oregon

Copies To
[illegible]
[illegible]
5-3-62

SUBJECT: Oregon Project I-5-3(16)145
Rice Hill-N. Oakland Jct. Section
Pacific Highway

Reference is made to your letter of May 1, 1962 requesting our concurrence in a change of surfacing details on the subject project.

We concur in your proposal to increase the plan depth of coarse base surfacing by one inch and to decrease the plan depth of leveling coarse base by one inch within the limits of the Stations as proposed, on the basis of the justification for such action furnished in your letter.

RECEIVED
MAY 3 - 1962
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 26, 1962

Mr. Roy L. Houck, Sr.
Roy L. Houck Sons' Corporation
1585 - 20th Street, N. E.
Salem, Oregon

Re: Goshen-Cottage Grove Section
Contract No. 5916
and
Rice Hill-No. Oakland Junction Section
Contract No. 5812

Dear Mr. Houck:

During our meeting in the State Highway Department offices on April 24, 1962, you stated that you had not been informed officially that the contraction joints on these two projects would be sawed joints and, further, that the joints specified in the contract would be eliminated. This letter will serve as formal notice to you to proceed on the basis of sawing all contraction joints on these projects and to eliminate the items for contraction joints contained within the contracts.

Since we have been unable to reach a satisfactory Price Agreement for performing this work, it will be performed on a Force Account basis. Please make immediate arrangements to provide an adequate 2-blade gang saw and necessary supporting equipment for the projects. We also will require that you have a single blade target saw, in good working order, on hand as a standby piece of equipment.

We are working up the Force Account Orders and you will receive your copies of them in the very near future.

Very truly yours,

F. D. Morgan
Construction Engineer

By F B Klaboe
F. B. Klaboe
Assistant Construction Engineer

RECEIVED
APR 27 1962
OFFICE OF
STATE HIGHWAY ENGINEER

FBK:bjh
cc: G. S. Paxson
R. L. Porter
L. R. Chandler

RECEIVED
1962

FOR FILING
[illegible]
5K12

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 25, 1962

SUBJECT: Rice Hill-No. Ashland Jct. Section

To: Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

ATTENTION: Mr. L. W. Rulien

We have recently had considerable discussion concerning the method of handling traffic through this project during the surfacing and paving operation. I believe that a workable plan has evolved that is satisfactory to both the contractor and the State Highway Department. In connection with any plan evolved, we feel that certain ground rules should be established and adhered to throughout the job.

(1) It is obvious that the critical area is in the Turkey Hill cut section and that special measures must be taken here to keep traffic moving.

(2) We agree to pay for re-establishing the northerly portion of the existing detour west of the highway in this cut, insofar as excavation work is actually required, on a Force Account basis.

(3) We also agree that a maximum of two shoofly connections between the southbound and northbound lanes will be necessary. One at each end of the cut is suggested. The quantities involved in constructing these shooflies will be paid for by the State using the contractor's unit bid prices. No other shooflies that the contractor elects to use throughout the project should be paid for by the State.

(4) The signing for directing traffic through these areas should be handled under an existing Work Order for directional signing.

(5) The flagging should be handled in a normal manner whereby the State pays 57½% of the cost.

NOTED
R L PORTER

(6) Any oiling work required in connection with the aforementioned detour and shoofly pattern would be paid for by the State.

These matters were discussed with Mr. Houck on April 24 and were agreeable to him.

Your attention is also directed to specifications which state that the contractor must submit his plans for handling traffic to the Engineer and must obtain his approval for said plans before initiating them.

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: R. L. Porter

RECEIVED
APR 26 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 26 1962
FOR FILING

5812

April 25, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 10 covering slide correction on the Rice Hill-Oakland Junction Section of the Pacific Highway in Douglas County, Contract No. 5812, in connection with Federal-Aid Project No. I-5-3(16)145.

Slide correction in the area noted will consist of removing the slide material and placing a rock inlay to stabalize the cutbank. The slide has gone beyond the right of way line.

This work has been verbally recommended for approval by the BPR Area Engineer. The Field was authorized to proseed with the work as of April 19, 1962, as an emergency measure and approval is requested as of that date.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
APR 19 1962
FOR FILING

4-712

April 19, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 9 covering sawed contraction joints on the Rice Hill-North Oakland Junction Section of the Pacific Highway in Douglas County, Contract No. 5812, in connection with Federal-aid Project No. I-5-3(16)145.

This order is submitted with the intention of using a gang saw for sawing contraction joints. This type of saw has been used on other projects with very good success. It is believed it will produce a smoother pavement and without the cracking that has been experienced in other concrete pavements. It is expected to be a guide for future specifications.

This order has been verbally approved by the BPR District Engineer. The estimated increase in contract cost is $3,716.25.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

DBP:mmb
[illegible]:

RECEIVED
.PR 18 1962
FOR FILING

5812

April 18, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8 covering slide removal on the Rice Hill-North Oakland Junction Section of the Pacific Highway in Douglas County, Contract No. 5812, in connection with Federal-Aid Project No. I-5-3(16)145.

During the winter, several slides and pop-outs have occurred and removal is necessary. The nature of the slides makes it difficult and uncertain as to quantity for remeasure so bid prices cannot well be used.

This work has been verbally approved by the BPR District and Area Engineers.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb
Enc.

RECEIVED

FOR FILING

5812

April 16, 1962

47

Mr. Lee E. Moothart
Route 1, Box 18
Oakland, Oregon

Dear Mr. Moothart:

We have delayed a reply to your letter of March 3 until a study of the slide conditions on your frontage road was complete. Plans for correcting this condition have been prepared. A construction easement covering a small area outside the present right-of-way line will be required. You will be contacted in the near future regarding this.

Certain controls govern the design of frontage roads on Federal-aid projects. Of particular importance is the volume and type of traffic to use the road and the facility to be served. In this instance the cost of building a frontage road to a grade line even approximating that of the adjacent highway, as you requested, could not be justified from a cost standpoint and would not be approved by the Bureau of Public Roads.

We are aware your road in its present state requires additional work, but believe that it will quite adequately serve its intended purpose when completed.

We appreciate hearing from you on this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

cc Forrest Cooper
F. D. Morgan
L. R. Chandler

GLD:fp:ajw

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 6, 1962

SUBJECT: Rice Hill-N. Oakland Jct. Section
Pacific Highway
Contract No. 5812

To:

Mr. R. L. Porter
Ass't. State Highway Engineer
BUILDING

Attached find rough draft of reply to Lee F. Moothart concerning complaints about his frontage road.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Field Construction Engineer

GLD:fp

Attach.

6/11

C

PLEASE RETURN TO
R. L. PORTER

REFERRED TO
State Hwy Engr
BY SECRETARY

Lee E. Moothart
Oakland. Ore.
March. 3, 1962.

State Highway Commission
Dear Sirs:

I am writeing in regards to the frontage road you are in the process of building for me.
R. 31258 L-3602
Rice hill - north Oakland Jct.
Pacific Hwy.

Porter

I am very unhappy with the road, I understood the road would be as good or better than the one I had. But the road you are building is up and down hill, and the Grade is two steep in fact there is two Big hills on my road. The road I had before was paved and on Hwy-way Grade.
I have had to replace my fence 2 times, and now the Land has

over

Slid in behind my fence. And is taking more of my land with it. now I am writing to you because I think I am in the right in wanting a road as good or better than the one I had.

I settled up with the Hiy way Department without a lawyer depending on you doing the right thing with me. But the road you are building for me is sure not very good the up and down hills + curves it will be value my ranch.

other people that went to court with you are getting 3 time the money and better frontage roads. ~~and~~ And it looks to me now you will have to buy more land from me as you will see.

I want a frontage road on Hwy-way Grade or as near as possible.

over

I wish you would see what you can do about this problem.

Hopeing to hear from you soon.

Yours Truly

Lee E Moothart
Rte 1 Box 18
Oakland, Oregon.

P. S.

Dear sir:

I would like to have something done about this road now, before it is completed in its present location.

RECEIVED
MAR 5 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 12 1962
FOR FILING

5812

FORM E-30 80M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 10, 1962

SUBJECT: Rice Hill-Oakland Jct. Section

To: Mr. R. L. Porter
Ass't. State Highway Engineer

OFFICE

Reference is made to previous conversations concerning the availability of a 2-blade concrete gang saw. A saw is available from the Cramer Machinery Company in Portland at a rental rate of $450.00 per month. We would also have to pay for the transportation charges from El Monte, California, to the job site. We are also assured that if the machine is not needed until some longer period of time has passed, it will still be available for our use.

F. D. Morgan
Construction Engineer

By F. B. Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: L. R. Chandler

NOTED
R. L. PORTER

RECEIVED
APR 10 1962
FORM E 30X—80M—G-6'—36682
FOR FILING

16 45

5812

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 6, 1962

SUBJECT: Slide Correction and
Right of Way Requirement
Rice Hill-N. Oakland Jct. Section
Contract No. 5812

To:

Mr. F. D. Morgan
Construction Engineer
OFFICE

The attached plan submitted by Division 3 for correction of a cut slide to the left of Station 1427 on the above project has been studied and is considered adequate. This plan of rock inlay based on firm shale should prove a permanent correction.

The Moothart frontage road, at this location on a bench in the slope, is affected by the slide. Corrective measures planned will require a construction easement from Moothart. Descriptions are being prepared for this easement.

As you know, Moothart is unhappy with his frontage road and has registered a complaint. The Division has brought up the possibility of oiling the 10 per cent grades to placate Mr. Moothart to some degree. We are proceeding on the premise this cannot be justified at this time. Approximately 25 stations are involved.

Oiling of the frontage road was discussed with Right of Way. In the event oiling of the frontage road is decided upon, they would like to be the party to so advise Moothart.

G L Decker
G. L. Decker
Field Construction Engineer

GLD:fp
Attach.
cc R. L. Porter
W. T. Wright
L. R. Chandler

RECEIVED
APR 9 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

RECEIVED
MAR 15 1962

FOR FILING

5812

March 15, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1-Supplemental, covering the State's share of flagging costs on the Rice Hill-North Oakland Junction Section of the Pacific Highway in Douglas County, Contract No. 5812, in connection with Federal Aid Project No. I-5-3(16)145.

The original order in the amount of $10,000.00 was approved by the BPR April 17, 1961. This order is to cover anticipated overrun in this work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Encs.

RECEIVED
MAR 15 1962

FOR FILING

5812

March 15, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2-Supplemental covering directional signing on the Rice Hill-North Oakland Junction Section of the Pacific Highway in Douglas County, Contract No. 5812, in connection with Federal Aid Project No. I-5-5(16)145.

The original order in the amount of $500.00 was approved April 24, 1961. The supplement is submitted to cover anticipated overrun for this work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb

RECEIVED
FORM 2-123-K 500 1-61
FOR FILING

5012

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 9, 1962

Neilsen Metal Industries Inc.
3501 Portland Road N.E.
Salem, Oregon

Gentlemen:

The attached working drawings for Fluorescent Ballast Cabinets and Weatherproof Surface Cabinets on the Rice Mill - N. Oakland Jct. Section, Contract No. 5012, have been checked and are approved as noted.

Very truly yours,

Tom Edwards
State Highway Engineer

By Original Signed by
F. B. CRANDALL
F. B. Crandall
Traffic Engineer

Attachment
MJD:sm
bc: Tom Edwards
L. R. Chandler
J. L. Hagedorn
Bob Rennells

RECEIVED
MAR 12 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
MAR 13 1962

FOR FILING
5812

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 9, 1962

SUBJECT: Chenoweth Park-Oakland Jct.
Pacific Highway
Contract No. 5812

To: Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

Reference is made to letter of Oscar A. White dated March 5, 1962, which tabulated Benkelman Beam deflection measurements on the above section, and pointed out possible failures in certain areas could be expected should these sections be overlain with additional AC without corrective measures beforehand.

Will you please give us your recommendations, with special emphasis being given to the section southerly of Station 1516. You are aware that a normal thickness of only 2-inches is called for by the plan typical section.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Field Construction Engineer

GLD:bjh

cc: R. L. Porter
Oscar A. White

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 2, 1962

Mr. Roy L. Houck, Sr.
Roy L. Houck & Sons Corporation
1583 N 20th Street
Salem, Oregon

Dear Mr. Houck:

In a letter dated February 27, 1962, you have requested confirmation of a discussion which occurred during a recent conference in this office concerning sign luminaires.

The last paragraph of the above mentioned letter is incorrect. The only official action that transpired was a re-confirmation of information contained in a letter dated April 28, 1961 and directed to Mr. R. W. Phillips of the Westinghouse Electric Corporation.

F. D. Morgan
Construction Engineer

LEG:jv
cc: F. B. Crandall
G. S. Paxson
R. L. Porter

MAR [illegible]

[illegible] L HOUCK SONS' CORPORA
HEAVY CONSTRUCTION CONTRACTING
1585 20th STREET N. E
SALEM, OREGON
JUstice 1-1398

27 F[illegible]

Frank Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon

Re: Acceptance of li[illegible]
fixtures for OSHD Contracts
No. 5762 and No. [illegible]

Dear Sir:

This letter is to confirm the verbal agreement reached on 26 February 1962 at the meeting in the Construction Engineers office, Oregon State Highway Building, between the below listed persons.

1. Frank Morgan - OSHD, Construction Engineer
2. Bud George - OSHD, Electrical Engineer
3. F. B. Crandall-OSHD, Traffic Engineer
4. Robert Phillips - Lighting Engineer for Westinghouse Electric Corporation
5. Marcel Thiebaud - Salesman for Westinghouse Electric Supply Company
6. Roy L. Houck, Sr. - Roy Houck Sons Corporation

The verbal agreement reached was that the Oregon State Highway Department, as represented by the OSHD personnel listed above, would approve and accept the Westinghouse Sataliner Light Fixture, as presented by the descriptive bulletin 61-350-11 circulated by Westinghouse Electric Corporation and incorporated as part of this letter, for OSHD Contract #5762 and OSHD Contract #5812.

Sincerely,

Roy L. Houck Sons' Corporation

By R L Houck
Roy L. Houck, Sr.

cc: Bud George
F. B. Crandall
Robert Phillips
Marcel Thiebaud

Bud George
to prep answer
for my sig. [illegible]

CONSTRUCTION DIVISION
RECEIVED
MAR 1 1962
NOTED- ☐ CE ☒ ACE ☐ NCE ☐ ☐ COE

REFERRED TO
Morgan

BPR?

File No. 351
Rd. No. ______ M.P. ______
City of ______
Streets ______
Rural ______ Urban ______

April 28, 1961

Mr. R. W. Phillips
Lighting Sales Engineer
Westinghouse Electric Corporation
1414 N. E. Grand Avenue
Portland 12, Oregon

Dear Mr. Phillips:

We have received the technical brochure and correspondence from your Company's Lighting Division in Cleveland, Ohio. This material concerns all the sign luminaires of which there has been some question to future acceptability and performance. This letter is to advise you that based on the sample inspected by representatives of our office and on the letter signed by Mr. Karns, of your Company and dated April 13, that the Westinghouse Sataliner Sign Lights will be acceptable for future usage on Signing Projects in the State of Oregon. It should be mentioned that these units will be inspected on each project to insure that the quality of the reflectors and other material involved meets the requirements of the specifications.

We do wish to thank you and representatives of your Company for the most cooperative attitude you have shown concerning this matter.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By

F. B. Crandall
Traffic Engineer

LEG:ss
bc: G. S. Paxson
W. O. Widdows
T. J. Burke

NOTED
ASS'T TRAFFIC ENGR

NOTED
PLANNING SURVEY
ENGR

NOTED
TRAFFIC CONTROL
ENGR

NOTED
L. E. GEORGE

Westinghouse
ELECTRIC CORPORATION

[illegible]
[illegible] GRAND AVENUE
PORTLAND [illegible] OREGON

April 21, 1961

State of Oregon
Highway Department
Traffic Division
Salem, Oregon

Attention: Mr. L. E. George

Subject: Westinghouse Sataliner Sign Lights

Gentlemen:

Enclosed is a letter and a brochure which you have requested regarding the quality and performance of the Westinghouse Sataliner Sign Lights.

If this information is not adequate, please let me know and I will supply you with the necessary material.

Very truly yours,

R.W. Phillips
R. W. Phillips
Lighting Sales Engineer

ru

RECEIVED
APR 24 1961
TRAFFIC ENGINEERING

RECEIVED
FEB 27 1962
FOR FILING

5812

February 26, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 - Supplemental, covering the detour road on the Rice Hill-North Oakland Junction Section of the Pacific Highway in Douglas County, Contract No. 5812, in connection with Federal Aid Project No. I-5-3(16)145.

The original order for Extra Work for construction of the detour road was approved by the BPR District Engineer, October 11, 1961. Due to weather conditions the work could not be done as expected and an overrun has resulted. Removal of the detour is also included in the supplemental amount.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

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[illegible] 7 1962
FORM E-30X—50M—6-61—36682
FOR FILING

5412

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
February 2, 1962

SUBJECT: Signing
Rice Hill-North Oakland Section
Pacific Highway
Contract No. 5812

To:

L. R. Chandler
Division Engineer
Roseburg, Oregon

This is to confirm certain corrections given to Mr. Hagedorn's office by telephone on January 29, 1962, regarding discrepencies in vertical dimensioning of the signs on the Sign Bridge on the above mentioned section. The correction concerned the dimensions shown on Section S-8 of Drawing No. 16007. The two 2' 9" dimensions were changed to 2' 6". The need for this correction has been verified by the Bridge Division.

It is understood that at this time the sign bridge has not been fabricated and, although the working drawings have been approved, there is ample time to make these revisions at no cost to the State.

F. B. Crandall
Traffic Engineer

DRA:mgm
cc: Tom Edwards
I. D. Merchant
J. R. Hagedorn

NOTED
TOM EDWARDS

RECEIVED
FEB 6 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 25 1962
FOR FILING
5412

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 24, 1962

SUBJECT: Rice Hill-N. Oakland Jct.
Pacific Highway
Contract No. 5812

To: Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

The attached copy of letter dated January 18 from F. B. Crandall, Traffic Engineer, outlining desired signing revision on the above project is self-explanatory.

Seven copies of Drawing S-126 which show in red the desired changes are also attached.

Please take the necessary steps to accomplish this revision.

F. D. Morgan
Construction Engineer

By

G. L. Decker
Field Construction Engineer

GLD:bjh

encs.

cc: Tom Edwards

NOTED
TOM EDWARDS

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JA[illegible] 1962

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[illegible] 1962
FOR FILING

FORM E-30X .50M 7-59 22125

5812

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
January 18, 1962

SUBJECT: Signing Revision
Rice Hill-N. Oakland Section
Pacific Highway No. 1 (I5)
Contract No. 5812

To:

Frank Morgan
Construction Engineer
OFFICE

Due to an error, two signs at the South Rice Hill Interchange on the above mentioned section, placed beyond the limits of the contract, are in locations which will be untenable during the work on the future contract to the north. For this reason, it is felt necessary to move sign No. 1 from Sta. 1212 + 50 R to Sta. 1053 + 00 R and to remove the R-453-48 sign at Sta. 1232 + 00 L from the contract.

Sign No. 1 will be mounted on two wood posts and the steel piling and posts specified for it will not be installed.

Sign No. 1 and Sign No. R-453-48 will be reinstalled at their permanent locations under a future contract.

Due to an anticipated reduction in quantities, it is estimated that there will be no increase in the overall project cost due to this change.

This change has received the preliminary approval of the Bureau of Public Roads.

Original Signed by
F. B. CRANDALL

NOTED
TOM EDWARDS

F. B. Crandall
Traffic Engineer

DPD:mgn
cc: Tom Edwards
Attachments

RECEIVED
JAN 19 1962
OFFICE OF
STATE HIGHWAY ENGINEER

FORM CD-121
(9-22-59)

RECEIVED

UNITED ST ES GOVERNMENT

Memorandum

file

. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, N.E.
Salem, Oregon

DATE: January 12, 1962

FOR FILING
5812

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

C G Polk

FROM : C. G. Polk, Division Engineer
08-35.4-DB Salem, Oregon

SUBJECT: Oregon Project I-5-3(16)145
Rice Hill-N. Oakland Junction Section
Pacific Highway - Contract No. 5812
State Force Order for Seeding and Mulching
Estimated Cost - $9,100.00
Federal Aid Participation - $8,190.00

Reference is made to your letter dated December 22, 1961 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Young
Order for State Force Work
attached to copy to Young

RECEIVED
JAN 1 1962
OFFICE OF
WAY ENGINEER

NOTED
R. L. PORTER

RECEIVED
JAN 12 1962
FOR FILING

5812

December 22, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 3, Account No. 224-230, covering seeding and mulching on the Rice Hill-N. Oakland Junction Section of the Pacific Highway in Douglas County, Contract No. 5812, in connection with Federal-Aid Project No. I-5-3(16)45.

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this Order on actual cost basis under the provisions of PPM 21-4.3 is requested.

The total estimated amount of the Order is $9,100.00, with Federal participation of $8,190.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb
Enc.

RECEIVED
DEC 7 1961
FOR FILING

5812

December 5, 1961

Oregon Bureau of Labor
Labor and Industries Building
Salem, Oregon

Attention: Mr. Quintin B. Estell
Asst. Attorney General

Gentlemen:

This is to acknowledge receipt of your letter of November 29 and attached claims of Holland Higgins, in various amounts, for labor for Dale Clarambeau, subcontractor, for Roy L. Houck Sons' Corporation.

We have received a letter from the Secretary of State, dated November 29, 1961, informing us that these claims have been filed in his office on the following Roy L. Houck Sons' Corporation contracts: Nos. 5478, 5374, 5382, 5427, 5788, 5608, 5793, and 5812.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWM:fp

NOTED ON CARD
dc

RECEIVED
DEC 7 1961

FOR FILING

[illegible]

5812

December 5, 1961

General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

Attached are copies of claims which have been filed with the Secretary of State by the Oregon Bureau of Labor for wages due Rolland Higgins, laborer for Dale Clarambeau, subcontractor for Roy L. Houck Sons' Corporation, prime contractor. These appear to be in connection with the following State Highway Contracts with Roy L. Houck Sons' Corporation:

Contract No. 5627,	Jackson County	- $ 23.26	plus interest
Contract No. 5795,	Lane County	- $ 220.00	" "
Contract No. 5812,	Douglas County	- $1,067.00	" "
Contract No. 5592,	Lane County	- $ 553.77	" "
Contract No. 5573,	Lane County	- $ 278.37	" "
Contract No. 5478,	Linn County	- $ 551.27	" "
Contract No. 5788,	Lane County	- $ 39.81	" "
Contract No. 5608,	Jackson County	- $ 81.68	" "

We provide this information as your company appears as surety on the performance bonds furnished with these contracts.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.
CC:
Huggins Insurance Agency
373 North Church Street
Salem, Oregon

NOTED ON CARD
dc

Roy L. Houck Sons' Corporation
1585 - 20th Street N. E.
Salem, Oregon

Commissioners
Mr. Forrest Cooper

CWH:fp

NORMAN O. NILSEN
COMMISSIONER

OFFICES
SALEM, OREGON
PORTLAND, OREGON

STATE OF OREGON
BUREAU OF LABOR

OFFICE OF THE COMMISSIONER
LABOR AND INDUSTRIES BUILDING, SALEM 10, OREGON

November 29, 1961

TO THE STATE OF OREGON AND TO THE STATE OF OREGON
BY AND THROUGH THE STATE HIGHWAY COMMISSION:

Notice is hereby given that the undersigned, Norman O. Nilsen, as an assignee, as Commissioner of the Bureau of Labor, has a claim for wages due for labor performed by Rolland Higgins between March 11, 1961, and June 3, 1961, as a Laborer for Dale Clarambeau, a subcontractor for Roy L. Houck Sons' Corporation, in the sum of $1,067.00, together with interest thereon at the rate of 6% per annum from June 3, 1961, until paid, against the bond taken from Roy L. Houck Sons' Corporation and General Insurance Company of America for work of highway construction, grading, paving, and signing, of Pacific Highway in Douglas County, of that certain section known as Rice Hill-N. Oakland Jct., Oregon State Highway Commission Contract No. 5812, awarded December 12, 1960, for the State of Oregon, by and through the State Highway Commission.

Dated this 29 day of November, 1961.

Norman O. Nilsen, Commissioner
Oregon Bureau of Labor

By____________________
QUINTIN B. ESTELL
Deputy Commissioner

qbe:cj
Duplicate Originals: Secretary of State
Oregon State Highway Commission
Roy Houck Sons' Corporation
General Insurance Company of America

File # 3889

FILED
NOV 29 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
V 30 1961
FOR FILING

5812

477 Cottage Street, N.E.
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

November 28, 1961

C. G. Polk, Division Engineer
08-35.4-DB Salem, Oregon

Oregon Project I-5-3(16)145
Turkey Hill Quarry Materials
Rice Hill-N. Oakland Junction
Pacific Highway
Contract No. 5812

Reference is made to your letter of November 27, 1961.

The modification of the specification of the crushed rock to allow a maximum of 40 percent abrasion loss is approved.

Edwards

RECEIVED
NOV 28 1961
FOR

COMMISSIONERS
[illegible] McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

5412

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 27, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Rice Hill-North Oakland Section
Contract No. 5812
F.A. No. I-5-3(16)145

Dear Sir:

As you know, we have offered the Turkey Hill Quarry as a source for base rock. Although the material is borderline, it is adequate for the purposes intended. Moreover, through its use, we have effected considerable savings over alternate sources.

It now appears that abrasion tests will slightly exceed the 35 per cent loss specified in the contract. The highest result obtained to date has been 37.2 per cent loss.

In view of the circumstances, and in light of the fact that the product obtained is entirely suitable for use, we request your approval of a variance in our specification to allow a maximum of 40 per cent abrasion loss for this material.

Very truly yours,

W. C. Williams
State Highway Engineer

By Tom Edwards

Tom Edwards
Construction Engineer

FBK:fp:jw

cc Forrest Cooper
F. D. Morgan
G. W. Harra

NOTED
FORREST COOPER

RECEIVED
NOV 27 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 27 19[illegible]

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

FOR FILING
I-5-3(16)145
[illegible]

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: November 24, 1961

FROM : C. G. Polk, Division Engineer
08-35.2 Salem, Oregon

SUBJECT: Oregon Project I-5-3(16)145
Rice Hill-North Oakland Junction Section of the Pacific Highway

Mr. Paxson's letter dated November 21, 1961 requested our concurrence in proposed changes for signing for the Chenoweth Park Rest Area. These changes will bring the signing now under contract into line with change No. 1959-5 as adopted by AASHO November 15, 1960. Our concurrence is hereby granted.

NOTED
G. S. PAXSON

RECEIVED
NOV 27 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Station	Sign No. & Post Location 1/
1324+00 R	1-L
	1-R
1425+00 L	2-L
	2-R
1425+50 R	3-L
	3-R
1475+00 L	4-L
	4-R
1482+50 L	5-L
	5-R

Station	Sign No.	No. Posts Req'd	Size and Ty
1324+00 R	1	2	8"x4" B 10 #
1425+00 L	2	1	8"x4" B 10 #
	2	1	8"x4" B 10 #
1425+50 R	3	1	8"x4" B 10 #
	3	1	8"x4" B 10 #
1475+00 L	4	2	8"x4" B 10 #
1482+50 L	5	2	8"x4" B 10 #
1430+60R	7	3	6"x8" Wood S4
1469+80L	8	3	6"x8" Wood S4

67 55"
1425+00
1430
7
R-453-48
1415+00
2
1420

Post Stubs

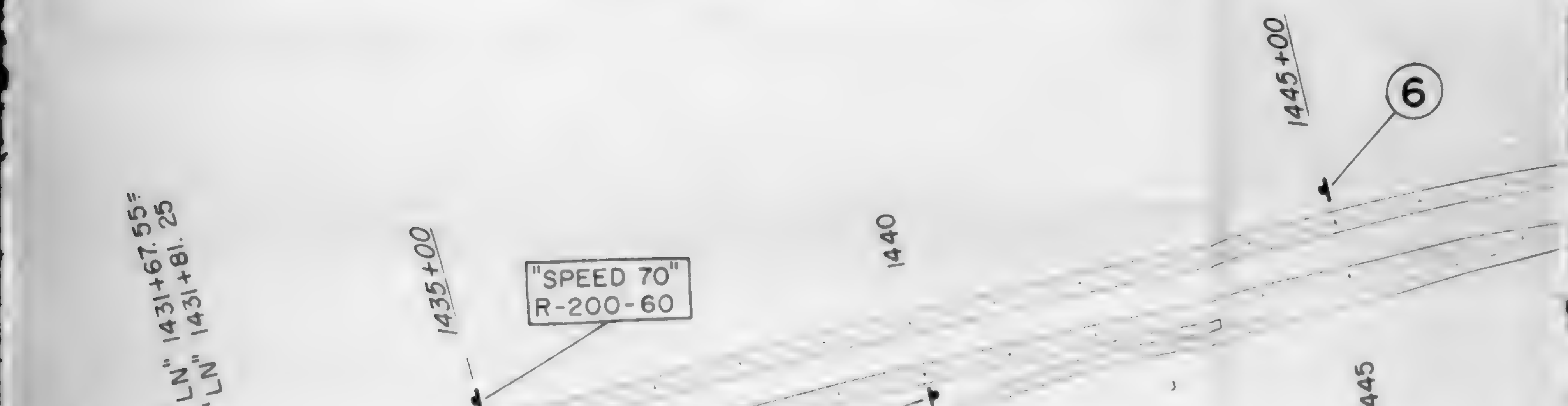
n No. & Location 1]	Size and Type	Length 2]	Spacing	Finished Height Above Pave. Edge	Dist. from Edge of Shoulder to Stub
-L	8"x8" BP 36 #	18'-0"	9'-4"	1'-0"	8'-0"
-R	8"x8" BP 36 #	21'-6"	9'-4"	1'-0"	17'-4"
2-L	8"x8" BP 36 #	18'-0"	8'-8"	1'-0"	8'-0"
2-R	8"x8" BP 36 #	15'-0"	8'-8"	3'-6"	16'-8"
-L	8"x8" BP 36 #	13'-6"	6'-10"	4'-6"	8'-0"
-R	8"x8" BP 36 #	12'-0"	6'-10	8'-0"	14'-10
4-L	8"x8" BP 36 #	16'-6"	6'-10	1'-0"	8'-0"
4-R	8"x8" BP 36 #	19'-6"	6'-10	1'-0"	14'-10"
5-L	8"x8" BP 36 #	17'-6"	9'-4"	1'-0"	8'-0"
5-R	8"x8" BP 36 #	20'-6"	9'-4"	1'-0"	17'-4"

1] Location of stub or post as fa

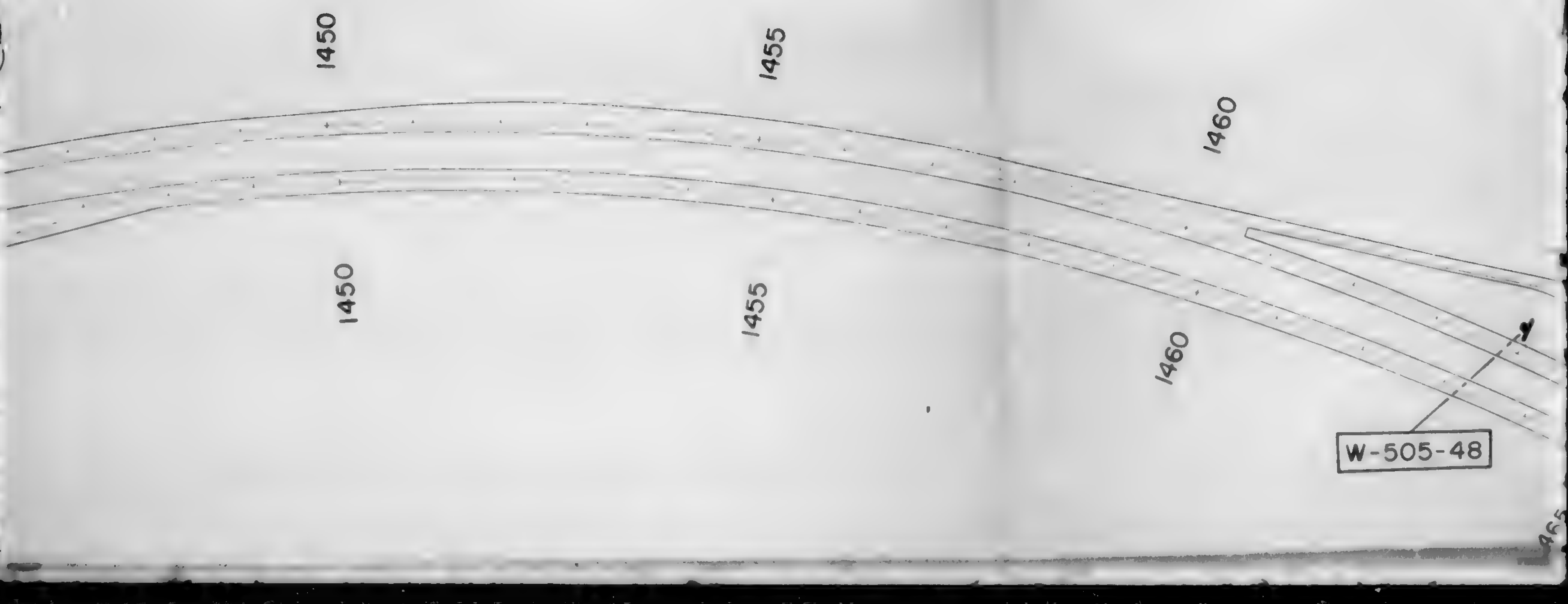
2] Length includes 2'-0" allowanc

Posts

ze and Type	Length	Spacing	Minimum Foundation Depth	Remarks
4" B 10 #	12'-0"	9'-4"		
" B 10 #	12'-0"	8'-8"		Left Post as Facing Sign
" B 10 #	9'-6"	8'-8"		Right Post as Facing Sign
4" B 10 #	9'-6"	6'-10"		Left Post as Facing Sign
4" B 10 #	6'-0"	6'-10"		Right Post as Facing Sign
4" B 10 #	11'-6"	6'-10"		
4" B 10 #	12'-0"	9'-4"		
8" Wood S4S	20'-0"	4'-4"		
8" Wood S4S	20-0"	4'-4"		

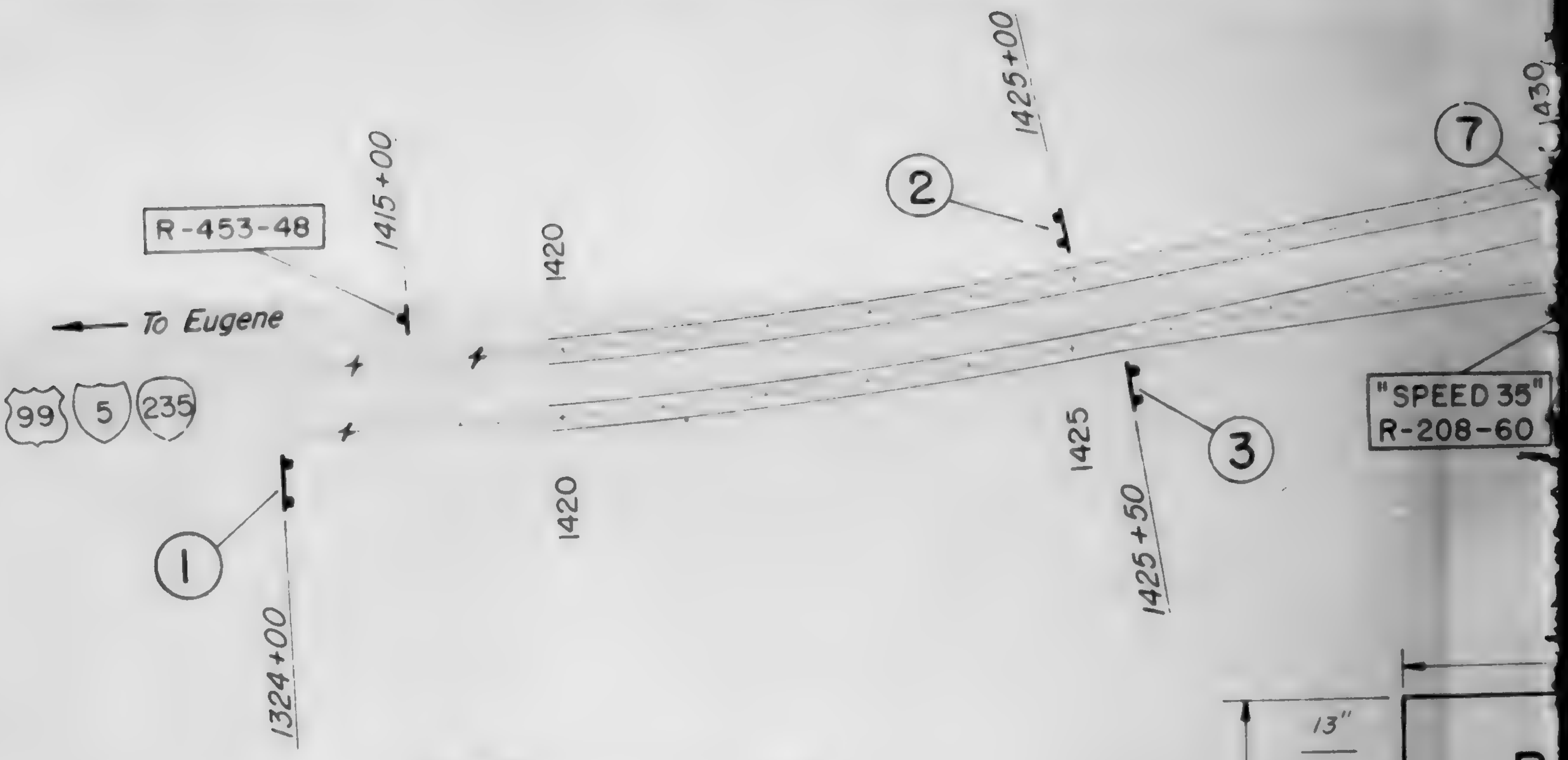

1445+00
⑥
"LN" 1431+67.55±
"LN" 1431+81.25
1435+00
"SPEED 70"
R-200-60
1440
1445
1430
W-505-48
7
R-370-60
1435

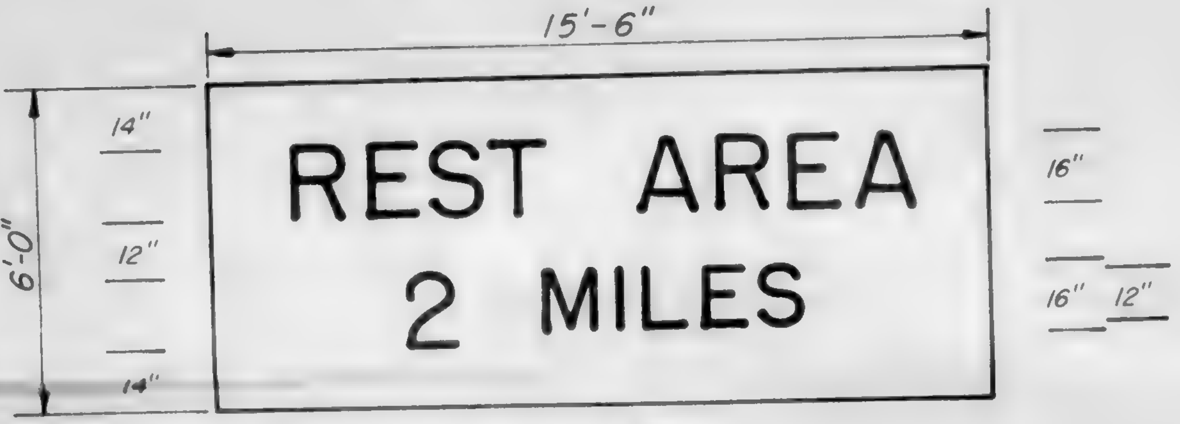
post as facing the sign face
0" allowance for fresh heading, etc.


1450
1455
1460
1450
1455
1460
W-505-48

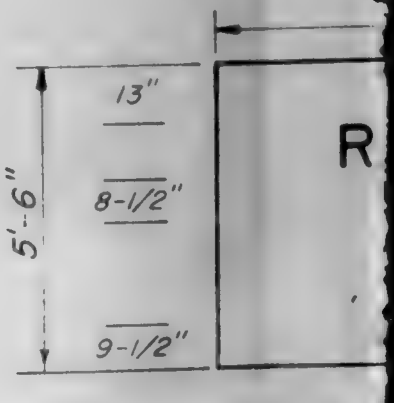
CHENOWETH PARK REST AREAS

N
SCALE
0
200
400
800
FEET
R-370-60
505-48
1469+80
8
465

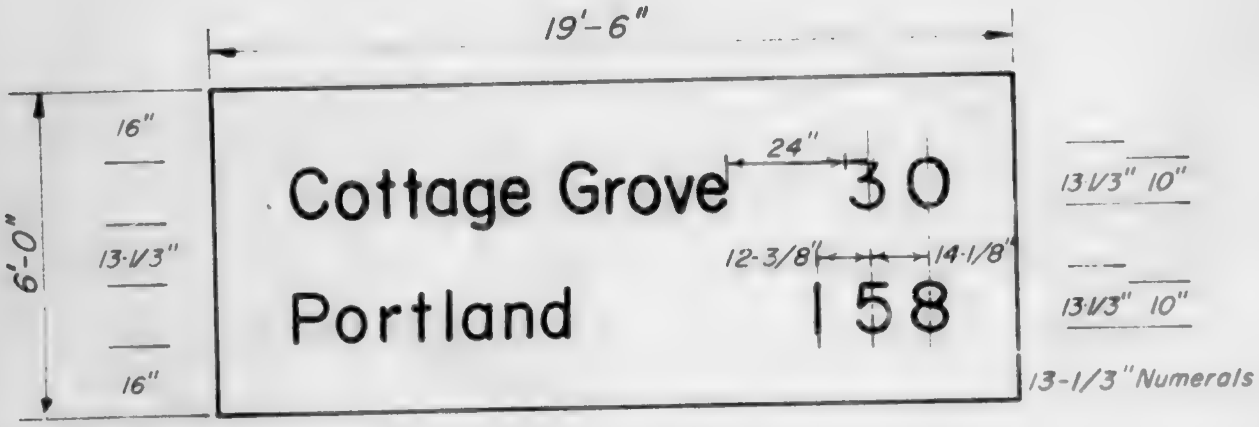

R-453-48
1415+00
1420
To Eugene
99
5
235
1
1324+00
1420
2
1425+00
7
1430
3
1425
1425+50
"SPEED 35"
R-208-60


15'-6"
6'-0"
14"
12"
14"
REST AREA
2 MILES
16"
16"
12"

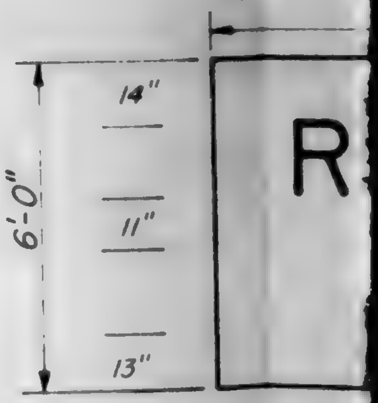
Sign ① Type "B"

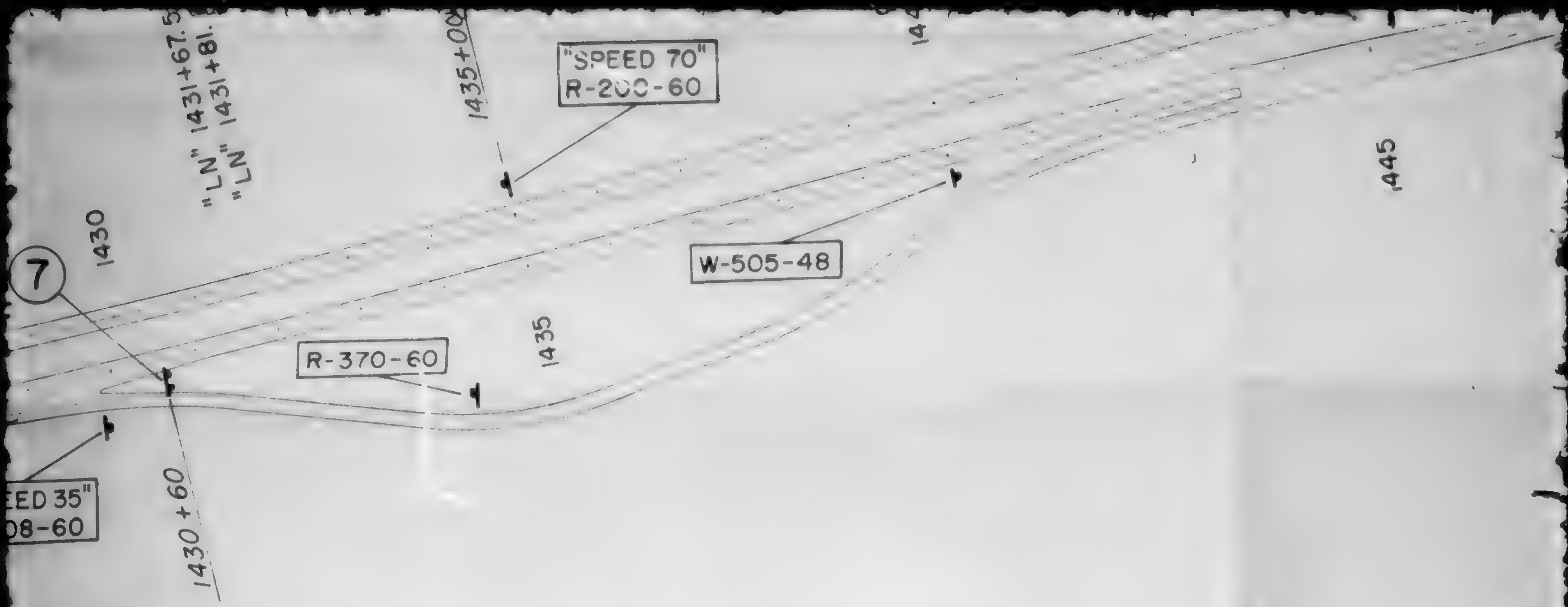

5'-6"
13"
8-1/2"
9-1/2"
R

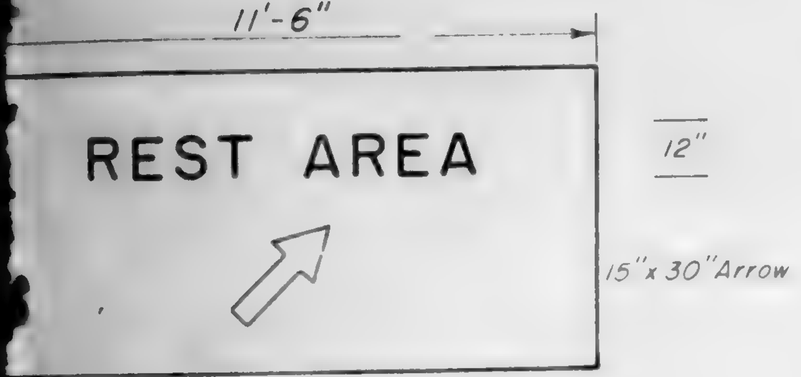
Sign


19'-6"
6'-0"
16"
13-1/3"
16"
Cottage Grove
24"
30
12-3/8"
14-1/8"
Portland
158
13 1/3"
10"
13 1/3"
10"
13-1/3" Numerals

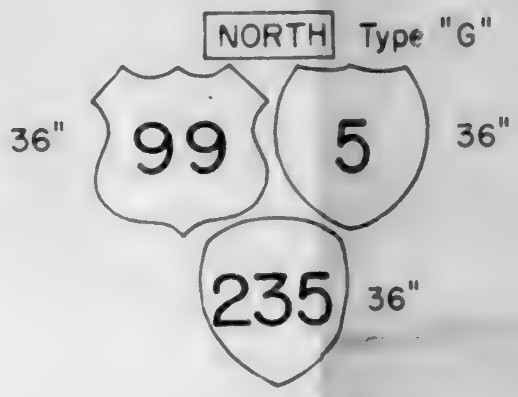
Sign ② Type "A"



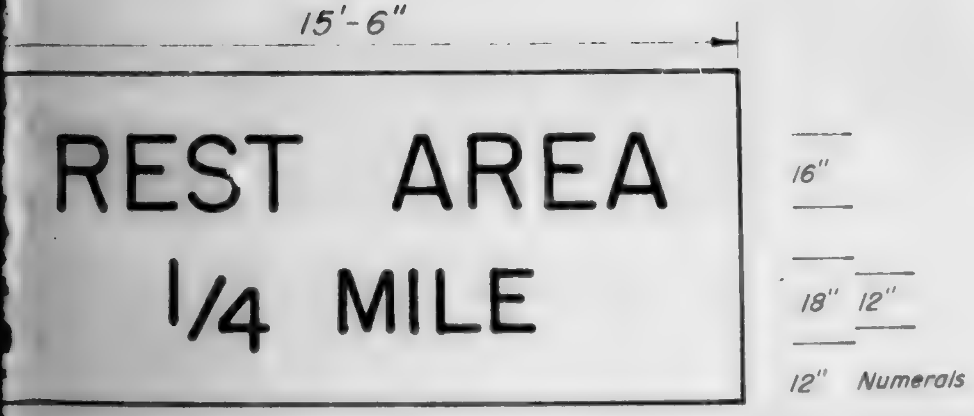

"SPEED 70"
R-200-60
"LN" 1431+67.5
"LN" 1431+81.
1435+00
144
1445
1430
7
W-505-48
R-370-60
1435
EED 35"
08-60
1430+60


11'-6"
REST AREA
12"
15"x 30"Arrow

Signs ③④⑦⑧
Type "B"


NORTH
Type "G"
36"
99
5
36"
235
36"

Sign ⑥

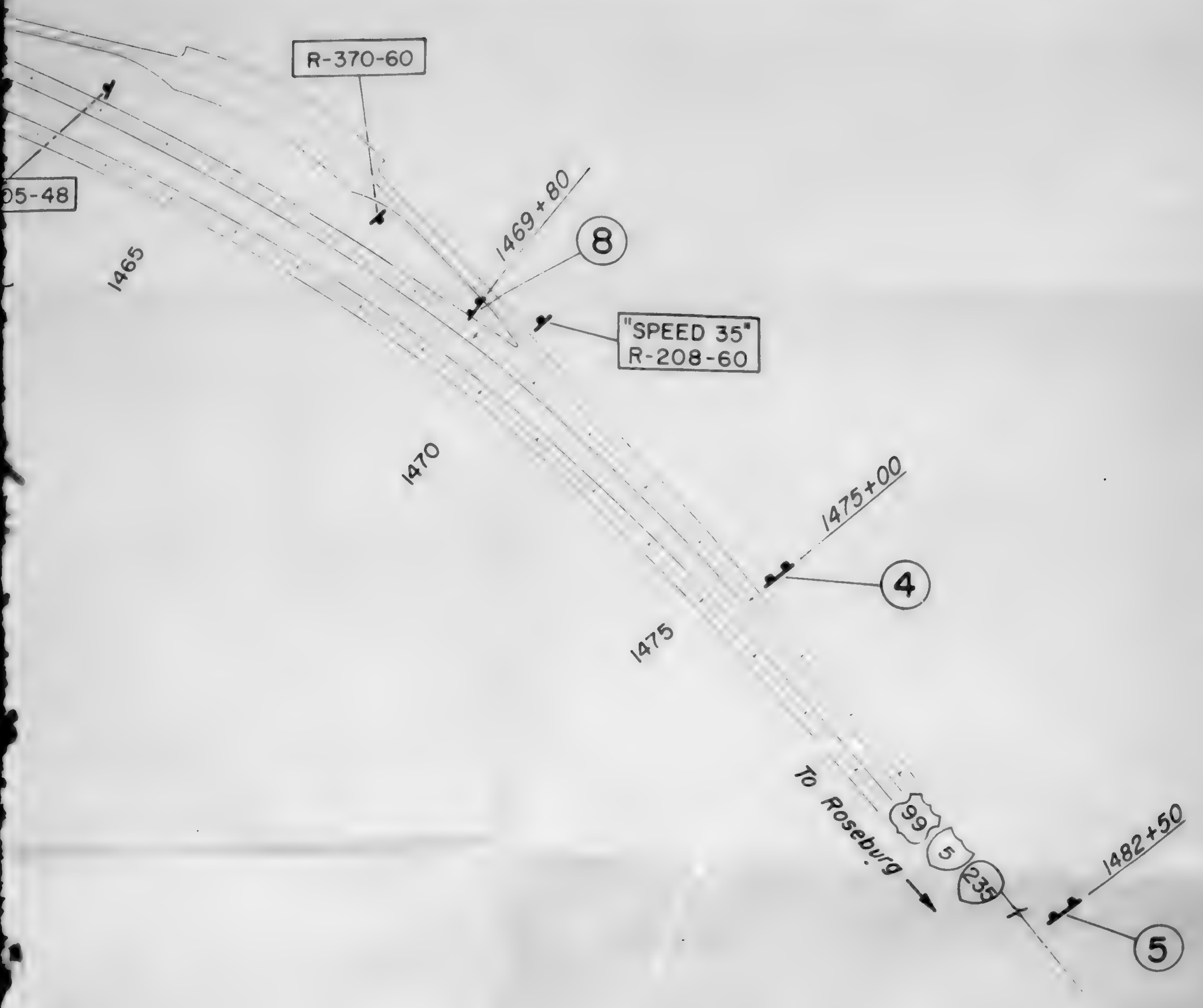

15'-6"
REST AREA
1/4 MILE
16"
18"
12"
12" Numerals

Sign ⑤
Type "B"

1450
1455
1460
W-505-48

APPROVED:

TRAFFIC ENGINEE


R-370-60
05-48
1465
1469+80
8
"SPEED 35"
R-208-60
1470
1475+00
4
1475
To Roseburg
99
5
235
1482+50
5

OVED:

FFIC ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

SIGNING INSTALLATION
RICE HILL-NORTH OAKLAND JCT. SECTION
PACIFIC HIGHWAY (I-5) & (US 99)
DOUGLAS COUNTY

DATE September, 1960

T.E.D. DWG. NO. S-127 R

RECEIVED
NOV 22 1961
FOR FILING

5812

November 21, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sirs:

The signing of the Chenoweth Park Rest Area on the Rice Hill-North Oakland Junction Section, Contract No. 5812, was designed some time ago and differs from present standards. Not only has the standard signing for rest areas changed since the letting of this contract, but the color of the background and legend of the signs themselves have also changed. It is our proposal to revise the signing at this rest area to conform to the standards which we are now using.

To accomplish this revision, we will require the substitution of the attached TED Drawing No. 3127 R for TED Drawing No. 3127 and a change in the special provisions to provide for blue porcelain enamel. The new signing would change the quantity of Type "A" signs from 406 square feet to 556 square feet and would increase the number of wood posts required. It is estimated that these revisions would increase the total cost of the contract by $1,200.

It would seem advisable to make this minor change in order to have more uniform signing throughout the state, and on a more practical basis, because we have had some unfortunate experience putting reflective sheeting on extruded aluminum panels. The purpose of this letter is to request approval of the change in plans to effect these revisions.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

cc to: Mr. W. C. Williams, Mr. F. B. Crandall, Mr. Tom Edwards,
Mr. R. L. Porter

DRA:sm ae

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DEC 5 1961
FOR FILING

[illegible]

5812

November 20, 1961

Mr. N. O. Nilsen, Commissioner
Oregon Bureau of Labor
115 Labor & Industries Building
Salem 10, Oregon

Attention: Quinton B. Estell, Deputy Commissioner

Dear Mr. Nilsen:

This is to acknowledge receipt of your Affidavit dated November 17, 1961 requesting certified copies of contracts and bonds covering various Roy L. Houck contracts.

As requested, we are attaching certified copies of the following contracts: Nos. 5478, 5575, 5592, 5627, 5788, 5608, 5795, and 5812.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Mead, Assistant Secretary

ENC.

CWM:jh

Affidavit attached
to #5478

NOTED ON CARD

RECEIVED
NOV 22 1961
FOR FILING

5812

477 Cottage Street, N.E.
Salem, Oregon

November 20, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

~~C. G. Polk,~~ Division Engineer
08-35.4-DB Salem, Oregon

Turkey Hill Quarry Materials
Rice Hill-N. Oakland Junction
Pacific Highway Contract
No. 5812

Reference is made to your letter of November 15, 1961.

The modification of the specification for the 3/4"-0" crushed rock, leveling course, to allow 30 to 50 percent retainage on the 3/8" screen and 30 to 50 percent passing the 1/4 inch screen is approved.

Orig to
[illegible]

NOTED

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V 16 1961
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COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5812

RECEIVED
1961
ENGINEER

November 15, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Turkey Hill Quarry Materials
Rice Hill-N. Oakland Junction
Pacific Highway
Contract No. 5812
F. A. I-5-3(16)145

Dear Sir:

Suitable rock for the production of our surfacing and aggregates in the area of the subject-named job is very scarce. We have conducted a diligent search for rock deposits of suitable characteristics in the past and have not come up with anything superior to the rock obtainable from the Turkey Hill Quarry near Station 1380 on this project. The material obtainable from this quarry is borderline. It does meet our present specifications. However, our experience with material from this source indicates that a better finished product can be obtained if we increase the percentage of coarse material in the 3/4"-0 leveling course.

In view of this, we request that you approve a modification in our specification to allow 30 per cent to 50 per cent retainage on the 3/8-inch screen and 50 per cent to 30 per cent passing the 1/4-inch screen.

Will you please give us an early answer on this request.

Very truly yours,

W. C. Williams
State Highway Engineer

By Tom Edwards

Tom Edwards
Construction Engineer

LHY:fp:jw

cc Forrest Cooper ✓
G. W. Harra
F. D. Morgan

RECEIVED
NOV 7 1961
FOR FILING

5812

November 6, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7 covering the placing of A.C. paving on the Rice Hill-North Oakland Junction Section of the Pacific Highway in Douglas County, Contract No. 5812, in connection with Federal Aid Project No. I-5-3(16)145.

It was necessary to remove a portion of the existing highway to correct slide conditions. In order to adequately provide for traffic this winter it is necessary to pave this portion. The contractor has not set up the paving plant, which will not be used until next year, so material will be obtained from a commercial source.

This work has been verbally recommended for approval by the BPR Area Engineer. Due to the need to provide for traffic start of this work has been authorized as an emergency measure.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
3 1961
FOR FILING

5812

COMMISSIONERS
[illegible] McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 2, 1961

Mr. Roy L. Houck
Roy L. Houck Sons' Corporation
1585 - 20th Street, N.E.
Salem, Oregon

Dear Sir:

You will perhaps recall that in the early part of October, you and your son Carlos met in this office to discuss the handling of traffic through the rock cut in the area of the Turkey Hill Quarry. After considerable discussion, it was agreed that the State would pay for a detour to be used while the existing highway was untravelable by rock shot onto the same from the widening of the roadbed section. You gave me every assurance that if such a detour was constructed, at State expense, it would only be used for the minimum time necessary to clear the existing roadway.

It has now come to my attention that you have shot at this location and are removing the rock only as fast as it can be utilized in your crushing operation. This is not in accordance with our verbal agreement and I insist that you take the necessary steps to clear the roadway immediately with all equipment necessary to do the job expeditiously.

This agreement was made in good faith on my part and I trust that it will be carried out in the same spirit on your part.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Tom Edwards
Construction Engineer

LHY:fp:jw

cc Forrest Cooper ✓
F. D. Morgan

NOTED

RECEIVED
25 1961

FOR FILING

4 / . 7

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 20, 1961

To:

SUBJECT:

Rice Hill - N. Oakland Jct.
Pacific Highway

Tom Edwards
Construction Engineer

Tests have been completed on the first sample of 2½" - 0 base rock from the Turkey Hill quarry for subject project. This sample as identified as laboratory number 574310.

Specified minimum hardness of not more than 35 percent loss by L. A. Rattler test is complied with at 34.5 percent loss. However, additional nonspecified quality tests have been run, but not recorded on the laboratory sheet. These results are: sand equivalent, 48.9; air degradation, 33.81 percent loss and height of fines in tube 9.9 inches.

As a matter of information I wish to bring this to your attention as all tests indicate this material to be of very poor quality which will be reflected in its service behavior.

Very truly yours,

G. W. Harra

G. W. Harra,
Engineer of Materials

GWH:arn
cc: G. S. Paxson

NOTED
FORREST COOPER

[illegible]
G. S. PAXSON

RECEIVED
OCT 23 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 10 1961
FOR FILING

5812

October 10, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering the construction of a detour road on the Rice Hill-N. Oakland Junction Section of the Pacific Highway in Douglas County, Contract No. 5812, in connection with Federal Aid Project No. I-5-3(16)145.

A detour is necessary to keep traffic moving around the rock cuts being blasted in the Turkey Hill area. Closure of the highway during blasting is necessary. The estimated cost of putting the Goodrich Road in shape for the detour and controlling dust on the gravel surface is ten times the estimated cost for the proposed detour.

Construction of the detour will not relieve the contractor of his obligation to keep the present highway open as much as possible and the detour will be used only when the existing highway is closed for shooting.

This work has been verbally approved by the B.P.R. District Engineer.

Due to the necessity of providing the detour at once, in order to keep construction underway, orders have been issued to proceed with this work as an emergency measure.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enc.

DBP:cr

RECEIVED
OCT 17 1961
FORM E-20X

FOR FILING

5812

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 4, 1961

SUBJECT: Rice Hill-North Oakland Jct. Sec.
Contract No. 5812

To:
MEMO TO THE FILES

Reference is made to an area located between Stations 1370 and 1385 on this project. This is an area wherein the existing road is located mostly through a thorough rock cut. We are widening this cut on both sides under this contract. The plans show that there is approximately 112,000 cubic yards of rock materials involved in this widening process. The specifications state that this 112,000 cubic yards is excess material to be disposed of by the contractor and further he may crush his base materials from it if they are suitable.

Last week, the contractor put off the first shot in this cut. It was in the south part near Station 1385 and was a more or less small shot. Nevertheless, he covered the existing highway about 12 feet deep and disrupted U.S. 99 traffic for more than 12 hours. In this case, we were fortunate enough to have a wide area right of the road to which we could detour traffic. This temporary detour was put into service after about an hour and a half delay on a one-way basis. The main road was not opened until 12 or more hours later.

The resident engineer at that time issued an order to the contractor to cease his work until some better pattern of handling the traffic had been worked out.

Consultation between members of the Construction Division and the contractor leads us to the conclusion that the removal of this cut without serious interference with traffic is an impossibility. In view of this fact, we have decided that a means must be taken which would allow 99 traffic to bypass the area in emergency. This can be accomplished by the construction of a minimum type detour leaving the existing highway near Station 1370, then progressing westerly to the back of the quarry site and rejoining the existing highway at approximately Station 1385. The Division has been instructed to work up plans for this minimum type facility and to immediately implement the construction of it. This facility will have plus 8 per cent grades and some fairly sharp curves. It will be covered with rock only at the minimum depth possible to accommodate traffic.

The detour will be an emergency type one and will be used only during

NOTED
FORREST COOPER

the periods that the contractor's shooting operation actually blocks the road. The contractor has assured us that he will put all equipment possible on the work of clearing the road and will work said equipment around the clock clearing the road if, in fact, said road is blocked by his shooting operation.

It is estimated by the Division that this detour will cost about $8,000. An alternate plan whereby we use an existing County Road easterly of the highway was also investigated. This plan was rejected due to the fact that it would take in excess of $125,000 to bring it up to minimum highway standards.

The matter has been thoroughly discussed with the Bureau of Public Roads and has the approval of Area Engineer Mills and Assistant Division Engineer Martin.

Tom Edwards
Construction Engineer

By
F. B. Klaboe
Field Construction Engineer

FBK:fp

cc Forrest Cooper
F. D. Morgan

RECEIVED
OCT 10 1961
OFFICE OF
STATE HIGHWAY ENGINEER

9

5812

October 3, 1961

Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol
Salem, Oregon

Att: Mr. George C. Stephens

Dear Sir:

Attached is a claim letter dated September 27 for filing in the amount of $1,424.88 received from Bert Clarambeau, McMinnville, for labor performed for Dale J. Clarambeau, subcontractor for Roy L. Houck Sons' Corporation.

This appears to be in connection with the following contracts in which Roy L. Houck Sons' Corporation was the principal contractor: Contract Nos. 5478, 557[illegible], 5592, 5795, and 5812. The General Insurance Company of America, through Huggins Insurance Agency, 373 North Church Street, Salem, furnished the performance bond on each of the above contracts.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Att:

CWH:rj

NOTED ON CARD
lc

October 3, 1961

Mr. Bert Clarambeau
Route 1, Box 35
McMinnville, Oregon

Dear Mr. Clarambeau:

This is to acknowledge receipt of your claim letter of September 27 for wages earned in the amount of $1,424.88 for labor performed for Dale J. Clarambeau, subcontractor for Roy L. Houck Sons' Corporation.

From the description in your letter this appears to be in reference to the five Roy L. Houck Sons' contracts, as follows: Contract Nos. 5478, 5573, 5592, 5795, and 5812. None of these contracts have been accepted by the Oregon State Highway Commission.

The General Insurance Company of America, through Huggins Insurance Agency, 373 North Church Street, Salem, furnished the performance bond on each of these five contracts, which is given to assure completion of the contract and payment of all bills incurred in it. The State does not make payment of claims, but looks to the prime contractor and surety for such payment.

So that there may be no misinterpretation of the law, we are forwarding your claim letter to the Secretary of State for filing. This action will protect your claim under the bonds. In the interim, this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

CWH:rj

Rt 1, Box 35
Mc Minnville, Oregon
Sept. 27, 1961

Secretary
Oregon State Highway Commission
State Highway Bldg.
Salem, Oregon

Dear Sir,

I find it necessary to file a claim with the State Highway Comission for wages earned and not paid on the following projects.

Week	Amount	Contract No.
4-15-61	31.02	5795
4-15-61	46.52	5573
4-22-61	112.20	5812
5-21-61	12[illegible].36	5812
5-28-61	81.40	5812
6-2-61	63.96	5795
6-10-61	93.75	5795
6-17-61	109.56	5795
6-24-61	16.34	5478
6-24-61	37.21	5795
7-1-61	167.[illegible]	5478
7-15-61	119.79	5592
7-21-61	15[illegible].79	5592
7-28-61	123.84	5478
7-29-61	[illegible]	5592

Total Wages Due. [illegible]

Work Performed For
DALE J. CLARAMBEAU, SUB FOR
ROY L. HOUCK: SONS CORP.
GENERAL CONTR.

Sincerely,
Dale J. Clarambeau
Rt 1 Box 35
Mc Minnville, Oregon

D. J. Clarambeau

$5478 — $307.75
5573 — 46.52
$5592 — 333.90
$5795 — 335.50
$5812 — 319.96
$1,343.63

RECEIVED
SEP 29 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
1961

NOTED
W. C. WILLIAMS

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5812

October 3, 1961

General Insurance Company of America
Portland Service Office
209 S. E. 4th Avenue
Portland 4, Oregon

Gentlemen:

A claim letter dated September 27 has been received from Bert Clarenbeau, McMinnville, advising that Dale J. Clarenbeau, subcontractor for Roy L. Houck Sons' Corporation, owes him for wages in the amount of $1,424.88.

This appears to be in connection with the following State Highway contracts in which Roy L. Houck Sons' Corporation is the prime contractor: Contract Nos. 5478, 557[illegible], 5592, 5795, and 5812. This claim has been forwarded to the Secretary of State for filing. Attached is a copy of the claim letter.

This information is provided as your company appears as surety on the performance bond furnished on each of these contracts.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY
Secretary
OREGON STATE HIGHWAY COMMISSION

Att:

cc: Huggins Insurance Agency
Roy L. Houck Sons' Corporation
M. K. McIver
Glenn L. Jackson
W. C. Williams
Forrest Cooper

CHM:rj

RECEIVED
OCT 4 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 15 1961
FOR FILING

5912

September 14, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering slide removal on the Rice Hill-North Oakland Juhction Section of the Pacific Highway in Douglas County, Contract No. 5812, in connection with Federal Aid Project No. I-5-3(16)145.

There is sliding occurring in the existing roadbed between Stations 1555 and 1559+50. It is necessary to excavate more material than anticipated for embankment foundation in this area. The material removed within the neat lines as planned and staked will be paid for at contract prices. The excess will be removed under this Order for Extra Work. The excess material will involve some different procedures than the normal excavation.

This work has been verbally approved by the B.P.R. District Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enc.
DBP:cr

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FOR FILING

UNITED ST ES GOVERNMENT

Memorandum

. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

DATE: August 16, 1961

5412

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

C G Polk

FROM : C. G. Polk, Division Engineer
08-35.5
Salem, Oregon

SUBJECT: Oregon Project I-5-3(16)145, Rice Hill-N. Oakland Junction Section of the Pacific Highway

As requested in your letter of August 8, 1961, the agreement between the State and Douglas Electric Cooperative, Inc., approved in our letter dated February 9, 1961, is hereby modified to include additional work to adjust a power line between Stations 1295 and 1306. The additional cost for this work, as per the Utility estimate, is $1,072.88.

The authority to proceed granted February 8, 1961 is considered to apply to the additional work also.

RECEIVED
1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 9 1961
FOR FILING

5812

August 8, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Rice Hill-N. Oakland Jct. Section
Pacific Highway, Douglas County
Project No. I-5-3(16)145

Herewith are additional data in connection with the adjustment of the Douglas Electric Cooperative, Inc., on the subject project as follows:

1. Two copies of our Staff Attorney's letter which establishes the obligation of the State to reimburse the Cooperative for adjusting an additional section of a power line.
2. Two copies of the Cooperative's estimate for the additional adjustment.
3. Two copies of the sketch prepared by the Cooperative showing the adjustment to be made.

It is requested that this additional work be included in the approval of the agreement and authorization to proceed with the work contained in your letter of February 9, 1961.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Foster
Office Engineer

DBP:bb

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JUL 28 1961

FOR FILING

5812

July 27, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4, covering the pioneering and breakdown of slide area on the Rice Hill-North Oakland Junction Section of the Pacific Highway in Douglas County, Contract No. 5812, in connection with Federal Aid Project No. I-5-3(16)145.

The slide has occurred beyond the neat limits of the sections and this work is necessary to break the slide area down so normal earth moving equipment can be used in removing the slide material.

The order has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. A. Hardie
Assistant Office Engineer

DBP:jb
Enc.

RECEIVED
JUL 10 1961
FOR FILING

5812

July 10, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Here with for your consideration and approval are copies of Order for Extra Work No. 3 covering dowels in box culvert extentions on the Rice Hill - North Oakland Junction Section of the Pacific Highway in Douglas County, Contract No. 5812, in connection with Federal Aid Project No. I-5-3-(16)145.

It is proposed to drill and grout dowel bars in the top slab of existing box culverts to connect with extensions. This method of making the connection has been requested by the subcontractor. Approval has been verbally recommended by the B.P.R. Bridge Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bm

Enc.

Floyd Query
Secretary

RECEIVED
JUN 13 1961

FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

[illegible]

June 8, 1961

Mr. L. W. Parsley
Route 1, Box 17
Oakland, Oregon

Re: File No. 31774
Rice Hill-North Oakland
Junction Section
Pacific Highway
Douglas County

Dear Mr. Parsley:

Your letter to the Oregon State Highway Commission has been referred to this office for reply.

The 0.32 acre tract of your property and the rights of access to your property, which was recently acquired by the Highway Department, were in conformance to a design approved by the Bureau of Public Roads. The Pacific Highway has been designated as a part of the Interstate System of Highways, and the design standards for this system have been set by the Federal Government. One of the features of this design is that there should be no rights of access from adjacent private property to the highway. This includes such things as rest areas.

I am sorry there is nothing which we can do to provide access to your remaining property. The consideration which you were paid is compensation for the property and access rights which were taken.

I would like to convey the thanks of the Department for any help which you have given the travelling public in the way of telephone use and the like in the past. Services of this type often go unrewarded, and we seldom have the opportunity of conveying our appreciation when such is deserved.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

D. H. Moehring
Assistant Right of Way Engineer

DHM:mr
cc: Mr. Floyd Query ✓
Mr. L. I. Lindas

NOTED
FLOYD QUERY

RECEIVED
MAY 8 1961
FOR FILING
I-5-3(16)145
5812

408 State Highway Building
Salem, Oregon

May 4, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.4-BB Salem, Oregon

Oregon Project I-5-3(16)145, Rice Hill-North Oakland Junction Section, Pacific Highway - State Force Order No. 2 - Horizontal Drains - Contract No. 5812

Reference is made to your letter dated April 17, 1961 concerning subject order.

We are approving the use of State forces as being in the public interest under provisions of PPM 21-6.3 for the following reasons:

1. The contractor on the subject project is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special boring equipment and trained personnel to perform the work most economically.

3. The work needs to be performed as the contractor's work progresses and necessity arises, in order to remove excessive subsurface drainage and, thereby, prevent extensive slide action and damage to the new facility. The uncertainty as to the extent of the work, drilling conditions to be encountered and delays occasioned by the contractor's grading operations would tend to result in excessively high bid prices if the work was undertaken under a separate contract. It, therefore, is impractical to contract the work.

Porter

NOTED
[illegible]

RECEIVED
MAY 2 1961
[illegible]

I-5-3(16)145

5812

May 1, 1961

Oregon State Highway Commission

Gentlemen:

Effective 8 a.m., May 1, 1961, approval was granted for a 35-mile-per-hour construction speed zone on the Rice Hill-N. Oakland Junction Section of the Pacific Highway in Douglas County.

Your concurrence is requested in the establishment of a 35-mile-per-hour construction speed zone on that section of the Pacific Highway, No. 1, between M.P. 171.0 and M.P. 179.0.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

VPJ:njc   me

cc G. S. Paxson
   F. B. Crandall

RECEIVED
MAY 10 1961
FOR FILING

FORM E-36 29305

I-5-3(16)145

417

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 27, 1961

SUBJECT: NOA Item
April 14, 1961
Commission Meeting

To: Mr. Floyd Query
Secretary

Office

Reference is made to my letter to you dated April 24, 1961, outlining the items presented NOA by the Chief Counsel to the Commission at its April 14, 1961, meeting. In that letter, under condemnation settlements, you will find reference to the case of State vs. Heyer, L-3606, R-31251, Rice Hill-North Oakland Junction Section of the Pacific Highway, and showing a settlement in the amount of $350.

The settlement figure as indicated was in error and should have been $300 instead of the $350 indicated.

We are now in the process of preparing the instruments for closing the transaction at the $300 figure and would request that you make your records to agree therewith.

G E Rohde
G. E. ROHDE
Assistant Counsel

GER:hg

NOTED
FLOYD QUERY

RECEIVED
APR 18 1961
FOR FILING

I-5-3(16) 145

5812

April 17, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering directional signing on the Rice Hill-North Oakland Junction Section of the Pacific Highway in Douglas County, Contract No. 5812, in connection with Federal Aid Project No. I-5-3(16)145.

This work is necessary for the direction and guidance of traffic during construction. It does not include warning signs, lights, and barricades required of the contractor for the safety of traffic and workmen.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

Encl.

RECEIVED
APR 18 1961
FOR FILING

I-5-3(16)145

5812

April 17, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on April 14, 1961, on Contract No. 5812, Rice Hill-North Oakland Junction Section, in Douglas County, in connection with Federal Aid Project No. I-5-3(16)145.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RECEIVED
APR 18 1961

FOR FILING
I-5-3(16)145

5812

April 17, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 233, covering the installation of horizontal drains on the Rice Hill-North Oakland Junction Section of the Pacific Highway in Douglas County, Contract No. 5812, in connection with Federal Aid Project No. I-5-3(16)145.

It is anticipated that potential slide areas will be encountered on this project, making the installation of horizontal drains necessary.

The contractor is not equipped to do this work. The State has the necessary special equipment and crews available for the work. It will also be necessary to do the work in stage construction to cooperate with the contractor's progress. It is therefore not practical to contract the work. Also, there are no contractors in the area equipped for this work. This order has been verbally recommended for approval by the BPR Area Engineer.

The total estimated amount of the order is $10,000 with Federal participation of $9,330.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt
Enc.

RECEIVED
APR 18 1961
FOR FILING

COMMISSIONERS
[illegible] K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

I-5-3 (16) 145
5812

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

NOTED
W. C. WILLIAMS

IN REPLY PLEASE REFER TO

April 17, 1961

Mrs. David Christie
Box 43
Oakland, Oregon

Re: R-31260
Rice Hill-No. Oakland Junction Section
Pacific Highway

COPY

Dear Mrs. Christie:

Your second letter dated April 6, directed to Mr. W. C. Williams, State Highway Engineer, has also been referred to me for answer inasmuch as I had written to you concerning the first letter you wrote.

There is a way to acquire access to a public road when land is landlocked and that is through the exercise of our law pertaining to ways of necessity.

Since this matter is purely one of local concern, it is handled through the county court and I suggest that you get in touch with the county court or district attorney of your county who, I am sure, will advise you of what steps are necessary to secure a way of necessity from the nearest county road to your property.

We are sorry about the difficulty you seem to be having, but nevertheless I believe that your remedy would be that which I have outlined above.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:bp
cc: W. C. Williams

RECEIVED
APR 18 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 14 1961
FOR FILING
I-5-3(16)145
5812

April 14, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Rice Hill-North Oakland Junction Section of the Pacific Highway in Douglas County, Contract No. 5812, in connection with Federal Aid Project No. I-5-3(16)145.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

Encl.

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FORM E-183 APR 10 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

I-5-3(16)145
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STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 7, 1961

NOTED
W. C. WILLIAMS

IN REPLY PLEASE REFER TO

Mrs. Laura R. Christie
Box 43
Oakland, Oregon

Re: R-31260 - David M. Christie, et ux.
Rice Hill-N. Oakland Junction Section
Pacific Highway

COPY

Dear Mrs. Christie:

Mr. W. C. Williams, Oregon State Highway Engineer, has asked that I review the above file and write to you concerning the same, particularly, with reference to the restriction of access to your remaining property. On October 17, 1960, you, together with your husband, David M. Christie, as contract purchasers of the property, and Mr. and Mrs. George J. England signed an option to convey to the State of Oregon for highway purposes 1.71 acres of land and all rights of access between the remaining land and the Pacific Highway. Our Right of Way Agent informs me that this restriction of access was discussed fully and all parties were aware, when they signed the option, that there would be no direct access to the highway facility.

At its next regular meeting the Highway Commission accepted the option and paid to the interested parties the sum of $8,000, for the 1.71 acres of land and damages to the remaining land, including the restriction of access. As indicated by our appraisals, the actual value of the land acquired was $100 per acre, or $175. For the depreciation of access to the same, the sum of $7,825 was paid.

Following the acceptance of the option by the State Highway Commission you and your husband, together with Mr. and Mrs. England, on the 8th day of November, 1960, conveyed the property to the Highway Department by warranty deed, which deed also conveyed to the Highway Department all rights of access that existed between the right of way of the Pacific Highway and the remaining property.

Thereafter, on the 10th day of December, 1960, the Highway Department mailed to Mr. and Mrs. England a warrant in the sum of $7,999.45, made payable to Mr. and Mrs. England and you and your husband, which represented payment in full for the land acquired, including the damages to the remaining land caused by the taking, which damages were primarily

[illegible]
FORREST COOPER

for the restriction of access to the remaining property.

Under the circumstances, it appears to me that there is nothing that this Department can do respecting the granting to you of access to the Pacific Highway adjacent to your remaining property for two very good reasons: First, you have conveyed to the Department the rights of access and you have been paid a substantial sum for those rights, which sum was based upon appraisals submitted to this Department; and, second, since the relocated Pacific Highway as it abuts your property is to become part of the Interstate System of Defense Highways, access could not be granted to you, in any event, because this is in violation of the standards adopted by the Federal Government, who participates in the construction of this highway to the extent of 90%.

Should there be any further questions you desire to have answered in connection with this, please do not hesitate to call upon me.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:bp
cc: W. C. Williams

Salem, Oregon
April 5, 1961

David Christie property
Pacific Highway
Douglas County

Mr. Williams

Referring to the David Christie matter southerly of Turkey Hill in Douglas County on the Pacific Highway, I find that due to Bureau of Public Roads' policy it is not possible to serve these people with a connection or a frontage road. On this basis, right of way was acquired taking complete control of access and paying for it in an amount of approximately $7,200. The total settlement of the right-of-way taking, which was minor, was $8,000.

As this has the earmarks of a possible claim that the property owner did not understand the settlement, I have asked Mr. Lindas to direct a letter to the Christies re this matter.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

1

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FOR FILING

I-5-3(16)145

5812

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

DATE: February 9, 1961

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon
Attention: Mr. R. L. Porter

FROM : C. G. Polk, Division Engineer
Salem, Oregon
By: D. H. Herich
Acting Division Engineer

SUBJECT: Utility adjustment
Douglas Electric Cooperative, Inc.
Rice Hill-N. Oakland Jct. section
Pacific Highway
Project I-5-3(16)145

We hereby approve the agreement evidenced by exchange of letters dated December 2, 1960, and February 6, 1961, between the State and the utility company.

Authority to proceed with the work is granted as of February 8, 1961. Reimbursement is subject to the provisions of PPM 30-4.

Porter
Edw

RECEIVED
FEB 8 1961
FOR FILING

I-5-3(16)145

6812

February 8, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Rice Hill-N. Oakland Jct. Section
Pacific Highway
Douglas County
Project No. I-5-3(16)145

Herewith are the following data covering the adjustment of the facilities of the Douglas Electric Cooperative, Inc., in connection with construction of the subject project:

1. Two copies of Assistant Counsel's letter which establishes the obligation of the State to reimburse the Cooperative for adjusting its facilities.

2. Two copies of the Cooperative's estimate of cost for making the adjustments.

3. Two copies of sketches prepared by the Cooperative showing adjustments to be made.

Your approval of the agreement as evidenced above and authorization to proceed with the work as of this date are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

FORM S-120

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I LINDAS
CHIEF COUNSEL

RECEIVED
JAN 13 1961
FOR FILING
1-5-3 (16) 145
5812

January 12, 1961

Roy L. Houck Sons' Corp.,
1585 20th Street NE
Salem
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5812, awarded Dec. 12, 1960, for grading-paving-signing the Rice Hill-North Oakland Jct. Section on Pacific Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

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JAN - 6 1961

FOR FILING

1-5-3(16) 14:

5812

January 6, 1961

Western Conveyor Co.
P. O. Box 357
Boise, Idaho

Attention: Mr. Don E. Houts

Gentlemen:

Reference is made to your letter of 3 January 1961 regarding coarse material in base on F.A. Project I-5-3(16), Douglas County, awarded to Roy L. Houck Sons' Corporation.

The correct figures for this item are 159,500 tons at $1.21 per ton - $192,995.00. The total bid is $1,581,649.35. Daily Construction Service lost the decimal point in 159,500.0 tons as set up on the IBM machine.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

WESTERN CONVEYOR CO.

MATERIALS HANDLING EQUIPMENT REDUCTION SEPARATION CONVEYING

DESIGNERS • ENGINEERS • FABRICATORS

BOX 357 TELEPHONE 3-5464 TWX BE 197 BOISE, IDAHO

REFERRED TO
BY SECRETARY [illegible]

3 January 1961

State Highway Commission
State Highway Building
Room 419
Salem, Oregon

Gentlemen:

On Bid Abstract of job #FA1HP 1-5-3(16) Douglas Company of 12-29-60 awarded to Roy Houck Sons' Corp., one item has confused me.

The "coarse material in base" shows 1,595,500 [illegible] tons and bid at 1.21 per ton = $1,930,555.00 whereas the contract was let for $1,581,649.00. [illegible]

Will you please let us know the correct figures?

Very truly yours,

WESTERN CONVEYOR CO.

Don E. Houts
(dgm)

Don E. Houts

DEH/dgm

P.S. This Abstract came through the "Daily Construction Service" from San Francisco, California.

[illegible]

RECEIVED
JAN 5 1961
STATE HIGHWAY COMMISSION

RECEIVED
C 19 1960
FOR FILING
5812

MISC. CONTRACTS and
AGREEMENTS No. 2315

Salem, Oregon
December 15, 1960

Throughway Agreement
Rice Hill-North Oakland Jct. Section
Pacific Highway
Douglas County

Mr. C. G. Swenson
Engineer County & City Relations
Office

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of a throughway agreement with Douglas County covering the Rice Hill-North Oakland Jct. Section of the Pacific Highway in Douglas County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Douglas County.

Secretary

rn
Attach: 1

FORM E-30X 50M 7-59 22125

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 5, 1960

SUBJECT: Throughway Agreement
Rice Hill-North Oakland Jct. Section
Pacific Highway
Douglas County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the subject project. Two copies have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 4/21/60.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

cc: D. J. Barbee
W. T. Wright

RECOMMENDED FOR APPROVAL
G S Paxson
Assistant State Highway Engineer

AUTHORIZED BY HIGHWAY COMMISSION
DATE 4-21-60 Min page 27
Lloyd Query
Secretary

RECEIVED
DEC 15 1960
FOR FILING
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[illegible]

December 15, 1960

County Court of Douglas County
Court House
Roseburg, Oregon

Gentlemen:

We are enclosing for the records and files of Douglas County a fully executed copy of a Throughway Agreement between the State Highway Commission and Douglas County covering the Rice Hill-North Oakland Jct. Section of the Pacific Highway in Douglas County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
DEC 14 1960
FOR FILING
I-5-3(11)11
5812

December 13, 1960

Roy L. Houck Sons'Corporation
1585 N. 20th St.
Salem, Oregon

Gentlemen:

Attached is a copy of a letter received from Bambi Trailer Court and Apartments, Oakland, Oregon, asking us to pass this letter on to the successful contractor on the Rice Hill-N. Oakland Jct. Section project in Douglas County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CWH:fp
cc Bambi Trailer Court & Apartments
Box 502
Oakland, Oregon

Oakland, Oregon
Bambi Trailer Court
and Apartments
Box 502

State Highway Department
Salem, Oregon

Dear Sirs:

Re: Parking facilities for Trailers, available
Apartments and housekeeping rooms.

I understand the Contracts are to be let December 9 for the Highway construction between Rice Hill & Oakland, Oregon.

#9

We can accomadate thirty trailers, and could fix for more. Shady or sunny spaces all on heavy duty sewer 6" lines . Each trailer is metered and 2 water faucets every 21 feet. Children are welcome, and one block from a Market two blecks from Oaklands main street south on Old 99 Highway.

We have two utility buildings one large 24 X 48 block buildings with large laundry, gas dryer, automatic laundry washer, and ~~several~~ conventional Speed Queen washers, also outside clothes lines.

The ladies and mens rest rooms have three sets showers, toilets and wash basins. There is also a private room with a bath tub for children or who ever prefers a tub to a shower.
We have partking places for extra cars and trucks.

We have apartments from one room to three roomsin Oakland, all furnished with refrigerators, gas stoves, all necessities. Also in Sutherlin just three blecks from the freeway, we have the Bambi Motel. Six apartments three to five rooms and four fleeping rooms with tile baths, electric heat. The rent by day week, or month. Our Prices are sensible.

We have been in business since 1947 and will greatly appreciate your help by seeing that the contractors who receive the jobs, each receive one of these letters.

THE BAMBI TRAILER COURT will appreciate any business sent our way.

Ailene Buxton
Owners and Managers
Ailene & Orion Buxton

RECEIVED
1960

I-5-3(16)145

202

408 State Highway Building
Salem, Oregon

December 12, 1960

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project I-5-3(16)145

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project I-5-3(16)145, Rice Hill-North Oakland Junction Section, Pacific Highway (Grading, paving and signing) we hereby concur, as of this date, in award of Contract No., 5812 to Roy L. Houck Sons Corporation, of Salem, Oregon, low bidder in the amount of $1,581,649.35 at the December 9, 1960 bid opening.

Porter

RECEIVED
1960

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 5, 1960

To: ~~Mr. Tom Edwards~~
Construction Engineer

Attention: Mr. D. J. Barbee

SUBJECT: Throughway Agreement
Rice Hill-North Oakland Jct. Section
Pacific Highway
Douglas County

Douglas County signed the subject agreement on November 28, 1960. The agreement covered, among other things, the "construction or reconstruction of the frontage road on the west side of the highway between approximate stations 1285 and 1332 with the county to assume jurisdiction and maintenance of this frontage road upon completion of the construction."

Clearing, grubbing, and reshaping of ditches on this frontage road are included in the contract but nothing was included in the project for rehabilitation of the existing surfacing. Mr. Si Cox and I inspected this section of road and found some need of patching and it is believed that most of this section would require a seal coat to bring it up to a reasonably good condition. While the County Court made no request or inquiry regarding this surfacing work, it is felt that in all fairness to the county we should do this work prior to turning it over to them for maintenance. The estimated cost of this work is approximately $500 for patching and approximately $2,000 for a seal coat. It would be appreciated if this amount of money could be included in the contract authorization for this project.

Original signed
C. G. Swenson

C. G. Swenson
County and City Relations Engineer

CGS:mm

cc: G. S. Paxson
R. L. Porter

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OFFICE OF

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DEC 1960

FORM E-[illegible] 7-59 22125

FOR FILING

I-5-3 (16) 143

5912

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 25, 1960

SUBJECT: Throughway Agreement
Rice Hill-North Oakland Jct. Section
Pacific Highway
Douglas County

To: Mr. R. L. Porter
OFFICE

Attached for transmittal to the Legal Division is a draft of an agreement covering the subject project.

John D. Graham

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

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FOR FILING
1-5-3(11)[illegible]

5912

Salem, Oregon
November 25, 1960

Mr. L. I. Lindas
Chief Counsel
OFFICE

Throughway Agreement
Rice Hill-North Oakland Jct. Section
Pacific Highway
Douglas County

Attached is a draft of an agreement covering the subject project. Will you please prepare six copies of the agreement in addition to any required by your division.

R. L. Porter
Acting State Highway Engineer

JDG:mm

Att.

cc: C. G. Swenson

AGREEMENT DRAFT, 11/23/60

THIS AGREEMENT, made and entered into this ____ day of _____, 19__, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "State," and DOUGLAS COUNTY, a political subdivision of the State of Oregon, by and through its County Court, hereinafter called "County";

WITNESSETH:

RECITALS:

1. For the purpose of furthering the development of a highway system adapted to the needs of the people of the State of Oregon and for the promotion of the safe and expeditious flow of traffic, State and County plan and propose to construct the Rice Hill-North Oakland Junction Section of the Pacific Highway, State Primary Highway No. 1, as a throughway as that term is defined in ORS 374.010. Hereinafter all acts necessary to accomplish this end shall be referred to as "project."

2. Pursuant to ORS 366.775, ORS 374.075, and ORS 374.080, State and County may enter into agreements for the construction, reconstruction, improvement, or repair of any throughway, road, highway, or street.

3. Pursuant to ORS 374.060 and ORS 374.065, State is empowered, with the official approval of County, to close any street or road at or near its point of intersection with the throughway or to make provision for the carrying of the street or road over or under the throughway. ORS 374.065 further provides that after the establishment of the throughway, no county road shall be constructed running

into or intersecting the throughway unless the plans and specifications have first been submitted to and approved in writting by the State.

4. Pursuant to ORS 366.320(3), all rights of way owned or held by County over or along any roads adopted as state highways are vested in State.

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY STATE:

1. State shall prepare all plans, obtain all necessary right of way by purchase or otherwise, let and award all contracts, and supervise the construction of the project. Attached hereto, marked Exhibit "A" and by this reference made a part hereof, is a set of plans setting forth the general plans and location of the project.

2. State shall construct and thereafter maintain the South Rice Hill Interchange as shown colored in green on sheet no. 4 of the attached Exhibit "A."

3. State shall construct a frontage road along the easterly side of the throughway from a point opposite to and easterly from Highway Engineer's Survey Station approximately 1275 southerly to a point opposite to and easterly from Highway Engineer's Survey Station approximately 1333+70 as shown colored in orange on sheets nos. 4, 5, and 6 of the attached Exhibit "A."

4. State shall construct or reconstruct a frontage road along the westerly side of the throughway from a ~~point opposite to and westerly from~~ the South Rice Hill Interchange

~~Highway Engineer's Survey Station approximately 1296~~ southerly to a point opposite to and westerly from Highway Engineer's Survey Station approximately ~~1304~~ 1371 as shown colored in orange on sheets no. ~~5~~ 4,5,6, and 7 of the attached Exhibit "A."

~~5. State shall construct a frontage road along the westerly side of the throughway from a point opposite to and westerly from Highway Engineer's Survey Station approximately 1329 southerly to a point opposite to and westerly from Highway Engineer's Survey Station approximately 1370 as shown colored in orange on sheets nos. 6 and 7 of the attached Exhibit "A."~~

5 ~~6~~. State shall construct a frontage road along the easterly side of the throughway from a connection with an existing county road opposite to and easterly from Highway Engineer's Survey Station approximately 1413 southerly to a point opposite to and easterly from Highway Engineer's Survey Station approximately LN 1473 and also reconstruct the existing frontage road from a point opposite to and southerly from Highway Engineer's Survey Station approximately LS 1473 southerly to a connection with the Chenoweth Park Interchange. Said frontage roads are shown colored in orange on sheets nos. 9, 10, and 11 of the attached Exhibit "A."

6 ~~7~~. State shall reconstruct an existing county road located on the easterly side of the throughway in the vicinity of Highway Engineer's Survey Station approximately LN 1473 approximately as shown colored in orange on sheet no. 10 of the attached Exhibit "A."

7 ~~8~~. State shall construct and thereafter maintain the Chenoweth Park Interchange as shown colored in green on sheets

nos. 11 and 12 of said Exhibit "A."

8 ~~9~~. State shall relocate and construct a portion of Metz Hill County Road with a connection to the Chenoweth Park Interchange as shown colored in orange on sheet no. 11 of the attached Exhibit "A."

9 ~~10~~. State shall construct a connection connecting an unnamed county road to the Chenoweth Park Interchange on the easterly side of the throughway as shown colored in orange on sheet no. 11 of the attached Exhibit "A."

10 ~~11~~. State shall close the following roads in the following manner and at the following locations:

a. Rice Valley County Road at that point as shown by means of a red line on sheet no. 4 of the attached Exhibit "A."

b. Metz Hill County Road at the westerly access control line as shown by means of a red line on sheet no. 11 of the attached Exhibit "A."

THINGS TO BE DONE BY COUNTY:

1. County, by execution of this agreement, approves the plans attached hereto marked Exhibit "A," including all of the provisions set forth under THINGS TO BE DONE BY STATE.

2. County, upon completion by State of the provisions described in paragraphs 3, 4, 5 ~~6~~, 6, 8 and ~~7~~, 9, ~~and 10~~, agrees to assume maintenance and jurisdiction of those portions of said roads and frontage roads at its sole expense.

3. County acknowledges the effect and scope of ORS 366.320(3) and, pursuant thereto, consents to the vesting in State of those portions of right of way of the County within the right of way bound-

ary lines of the throughway.

4. County consents to the closure by State of the roads described and set forth in paragraph ~~11~~ 10 under THINGS TO BE DONE BY STATE.

5. County agrees that no county roads shall be constructed running into or intersecting the said throughway without first obtaining the written approval of State.

6. County shall execute this agreement during a duly authorized session of its County Court and a certified copy of the journal entry evidencing said execution shall be attached hereto and made a part hereof.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their seals as of the day and year first above written.

ATTEST:

Secretary

APPROVED:

Asst. State Hwy. Engineer

APPROVED AS TO FORM:

Chief Counsel

ATTEST:

County Clerk

STATE OF OREGON, by and through
its State Highway Commission

By
Chairman

By
Commissioner

By
Commissioner

DOUGLAS COUNTY, by and through
its County Court

By
County Judge

By
County Commissioner

By
County Commissioner

JDG:mm
11/23/60

RECEIVED
NOV 18 1960
FOR FILING
1-5-3 (16) 149
5816

(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: November 17, 1960

FROM : C. G. Polk, Division Engineer
08-35.2 Salem, Oregon

SUBJECT: Oregon I-5-3(-)149
Rice Hill Interchange

Preliminary plans for the Rice Hill Interchange have been received by this office. The basic design of this interchange is acceptable, however the treatment of the ramp terminals at the crossroad should be modified to be more in line with the traffic requirements. The indicated traffic using the exit ramps will not require the 24 foot pavement width. This traffic should be required to come to a stop at the crossroad, therefore the 100 foot right turning radius and the small islands are not warranted. Better signing and traffic operation will result if the islands are eliminated and the right turning radius reduced to 55'. The provision of the 20 to 1 taper is not necessary because the cross road traffic cannot be traveling at a high rate of speed since it enters this road only 550 feet from the ramp terminal or 270 feet before the beginning of the taper. A 100 foot radius turn would be more than adequate for this traffic.

We will be happy to approve this interchange plan if the suggested changes are incorporated.

NOTED

RECEIVED
NOV 17 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

I-5 3(16)1[illegible]

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
5412 Salem, Oregon

November 17, 1960

I-5-3(16)145

C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

Oregon Project I-5-3(16)145

We have today approved the P. S. and E. documents for Oregon Project I-5-3(16)145, Rice Hill-North Oakland Junction Section Pacific Highway, Structures, Grading, Paving and Signing.

This is to authorize your advertising for bids.

Baxter

RECEIVED
17 1960

FOR FILE

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

1-5-3 (16) 145

5411

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 16, 1960

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Right of Way Status
Rice Hill-North Oakland
Junction Section
Pacific Highway
Douglas County

Dear Sir:

Fourteen files remain unclosed on this project, two of them occasioned by last-minute discoveries of ownership revealed by title reports.

Letters of legal offer have gone out on all files. It would be possible to make filings on November 18, but this would not allow a reasonable time for reply to three of the letters of legal offer.

All complaints will be filed by November 23, 1960, unless we are advised by your office that the earlier filing will be necessary in order to clear the project.

The files under condemnation are as follows:

No. 21193	Delmar Rice	$ 1,470
No. 21195	Wayne Rice	250
No. 24033	Rice	4,350
No. 31251	Meyer	100
No. 31256	Huckaby	515
No. 31257	Churchill	16,600
No. 30885	Webber	655
No. 31258	Moothart	990
No. 31259	Standley	2,000
No. 32094	Churchill	9,050

NOTED

No. 31980	Rice		$ 2,410
No. 31981	Rice		5,695
No. 17543	Stambuck		1,900
No. 32301	Jones		100
		Total	$45,685

Very truly yours,

WALTER T. WRIGHT
Right of Way Engineer

WTW:mg

cc Mr. Forrest Cooper ✓
Mr. L. I. Lindas
Mr. H. L. Porter

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NOV 17 1960
OFFICE OF
STATE HIGHWAY ENGINEER

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OCT [illegible] 1960
FOR FILING
1-5-3(16)145
5812

Salem, Oregon
October 14, 1960

BPR authorization to proceed
with acquisition of rights of
way.

Mr. W. T. Wright
Right of Way Engineer
OFFICE

As of September 28, 1960, we have authorization of the Bureau of Public Roads to proceed with the acquisition of rights of way for the below described project:

Prefix 610-2507 Rice Hill-N. Oakland Jct.
Section of the Pacific Highway in Douglas
County.

R. L. Porter
Office Engineer

JAH:sw

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JUL 27 1960
FOR FILING

[illegible] (16) [illegible]

[illegible]

Salem, Oregon
July 26, 1960

Mr. W. T. Wright
Right of Way Engineer
OFFICE

The following prefix is assigned in advance of BPR authorization to begin acquisition of rights of way:

Prefix 610-2507. Rice Hill-North Oakland Jct. Section of the Pacific Highway in Douglas County. Between Stations 1237 and 1585.

The taking of deeds and filing of condemnation suits should not begin until Bureau approval is received.

R. L. Porter
Office Engineer

JAH:bb

RECEIVED
JUL 26 1960
FOR FILING
1-5-3(16) 1-13

5812

July 25, 1960

Douglas County Court
Courthouse
Roseburg, Oregon

Gentlemen:

The State Highway Commission at its meeting on July 7, 1960, adopted a survey concerning improvement of the Rice Hill-North Oakland Junction Section of the Pacific Highway. For your information we have attached a sketch map showing the route of the new section and a copy of the Commission's resolution adopting the survey (Survey Resolution No. 218).

You will recall that a public hearing on this project was held in Roseburg on May 4, 1960 and a transcript of the hearing was sent to you. The Commission took action only after careful study of the transcript and consideration of the Highway Engineer's recommendation.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rv

Att

NOTED
J. Mc C.

RECEIVED

UNITED STATES GOVERNMENT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Memorandum

FOR FILING

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: July 19, 1960

1-5-3(16)145
5412

Polk

FROM : C. G. Polk, Division Engineer
08-35.4-DB Salem, Oregon

SUBJECT: Oregon Project I-5-3(16)145
Rice Hill-North Oakland Junction Section
Pacific Highway

Reference is made to your letter of July 14, 1960 requesting approval of the inclusion of a frontage road on the easterly side of the highway between approximate Stations 1414 and 1472, subject project.

We approve your request, since the estimated cost of this frontage road including right-of-way shows a saving over the estimated cost of taking of access and damages.

RECEIVED
JUL 19 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
JUL 15 1960
FOR FILING

1-5-3(16)14

5812

July 14, 1960

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Mr. Polk:

Reference is made to Oregon Project I-5-3(16)145, Rice Hill-North Oakland Junction, Pacific Highway.

We wish to include in this project a frontage road on the easterly side of the proposed highway from approximately Station 1414 to Station 1472. This will connect the Moothart property to the existing county road and hence to the interchange south of Chenoweth Park.

Estimate of costs due to taking of access and damages is placed at $20,900. Estimated cost of frontage facility as planned is $16,550, including right of way. Damages were calculated as follows:

100 acres at	$100	$10,000
150 acres at	$ 50	7,500
House	$2,500	2,500
Shed	$ 400	400
Corral	$ 500	500
		$20,900

This is scheduled for an early letting and we would appreciate your concurrence on this proposal as soon as possible so that plans may be completed and right-of-way negotiations started.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

ADO:fp ms
cc:
Mr. W. C. Williams
Mr. Tom Edwards

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JUL - 6 1960
FOR FILING

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5812

July 7 · 60
49 · 7

July 5, 1960

Throughway

Oregon State Highway Commission

Gentlemen:

Our survey to cover the four-laning of the Rice Hill-North Oakland Junction Section of the Pacific Highway has been completed. A map is attached for your information. The public hearing on this section was held in Roseburg on May 4, and a transcript has been furnished you. No objections of any particular moment were raised.

An attempt was made to justify frontage roads between Rice Hill Interchange and Chenoweth Park Interchange, but to date we have received Bureau approval only for the construction of a frontage road along the western side from Rice Hill to Turkey Hill and along the eastern side from Rice Hill Interchange to approximately a half mile north of Turkey Hill. This will still leave us some small parcels of landlocked properties south of Turkey Hill, which we are attempting to justify through the use of low-type frontage roads.

The length of this section is 6.06 miles, and I recommend your approval of this survey and authorization to purchase the necessary right of way.

This item will be on the agenda for your consideration at the July 7-8 meeting.

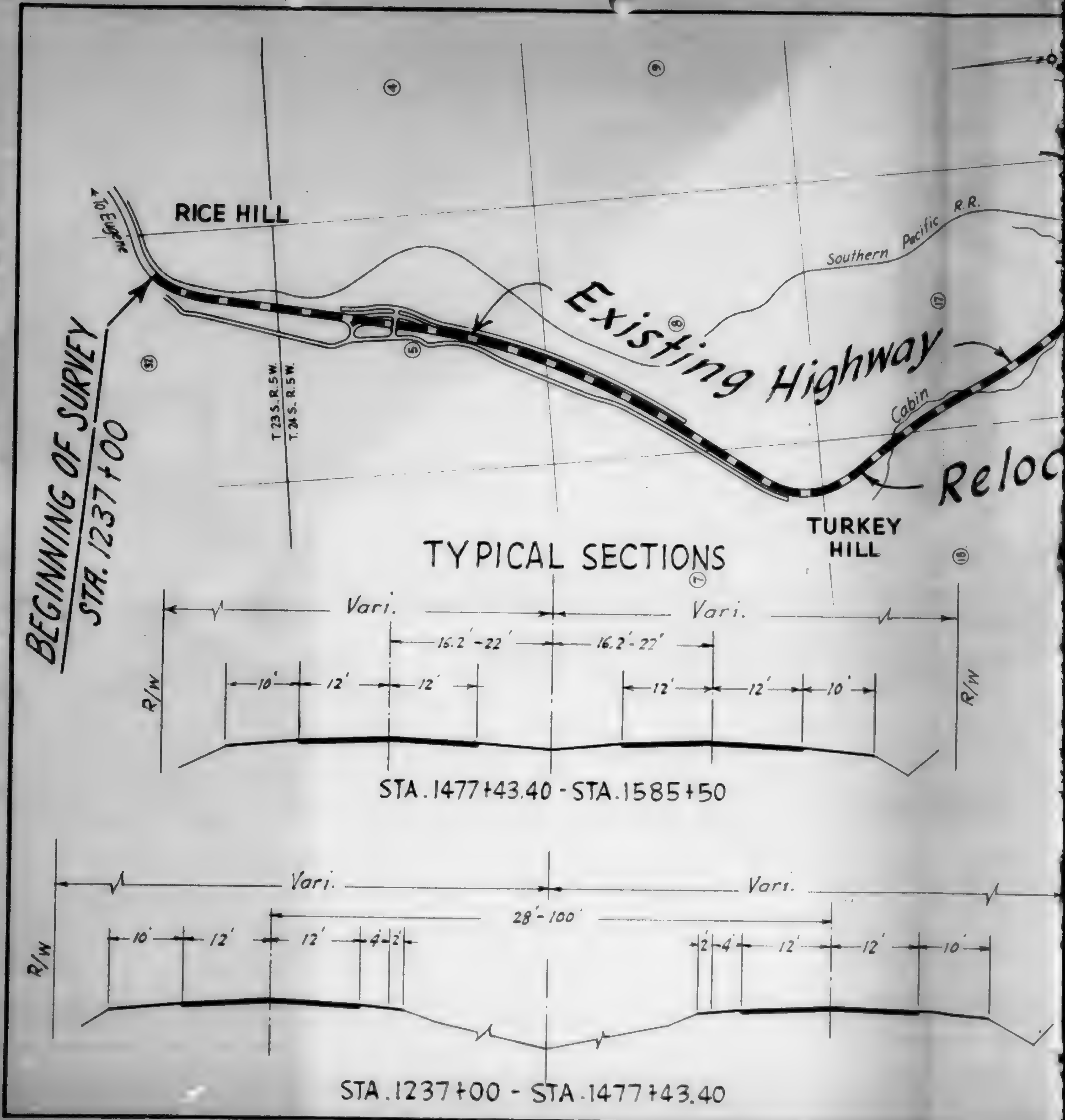
Very truly yours,

W. C. Williams
State Highway Engineer

DJB:jk me

Enclosure

cc Mr. Tom Edwards
Mr. Walter Wright


To Eugene
RICE HILL
BEGINNING OF SURVEY
STA. 1237+00
T.23S. R.5W.
T.24S. R.5W.
Southern Pacific R.R.
Existing Highway
Cabin
Reloc
TURKEY HILL
4
9
8
5
32
17
7
18
TYPICAL SECTIONS
Vari.
Vari.
16.2'-22'
16.2'-22'
R/W
10'
12'
12'
12'
12'
10'
R/W
STA. 1477+43.40 - STA. 1585+50
Vari.
Vari.
28'-100'
R/W
10'
12'
12'
4'
2'
2'
4'
12'
12'
10'
STA. 1237+00 - STA. 1477+43.40

6.68 Mi.

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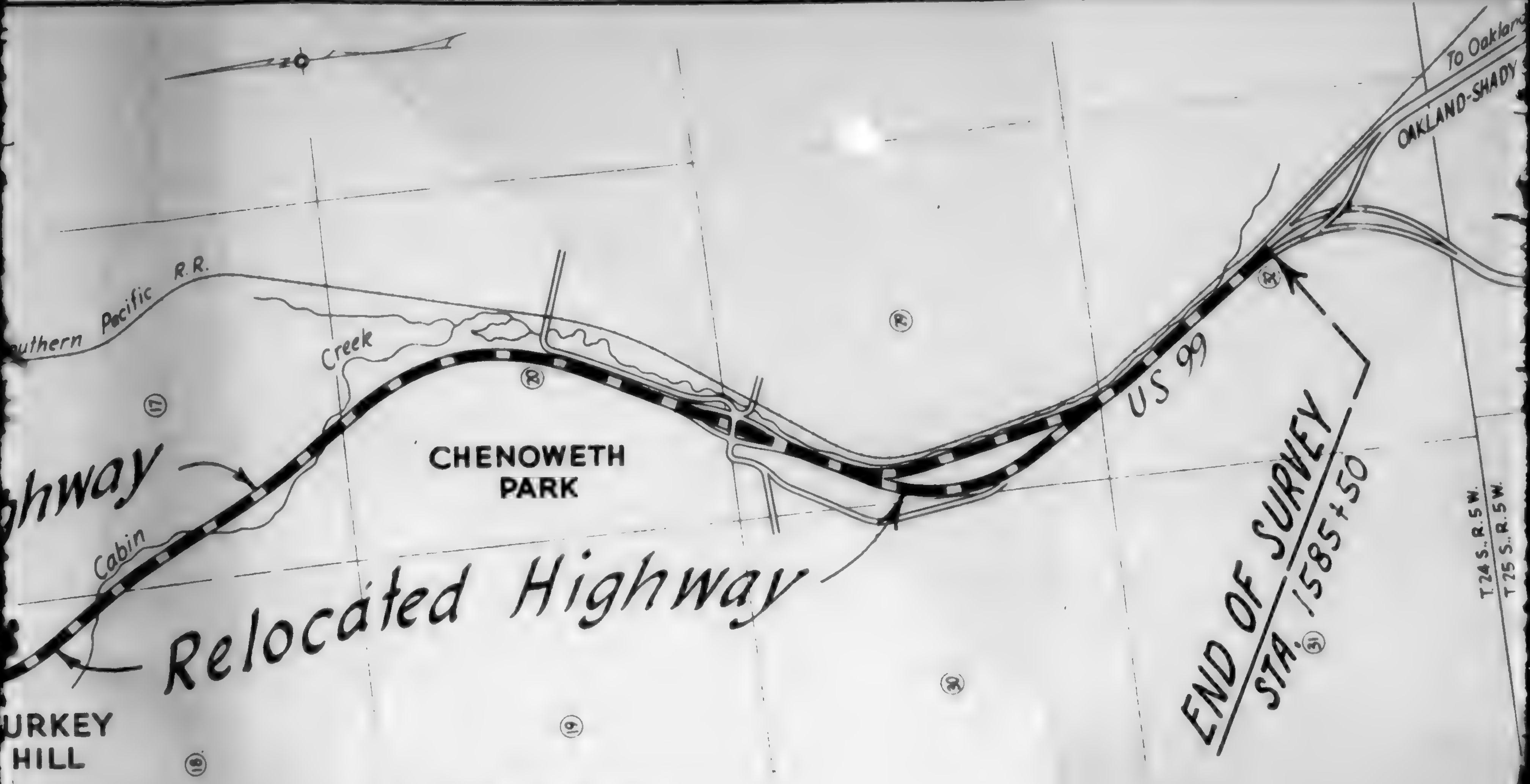
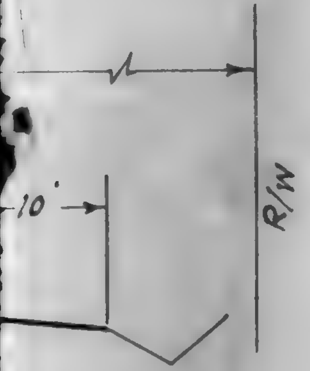

To Oakland
OAKLAND-SHADY
Southern Pacific R.R.
Creek
Cabin
Highway
CHENOWETH PARK
US 99
Relocated Highway
URKEY HILL
END OF SURVEY
STA. 1585+50
T.24 S. R.5 W.
T.25 S. R.5 W.
17
18
19
20
31

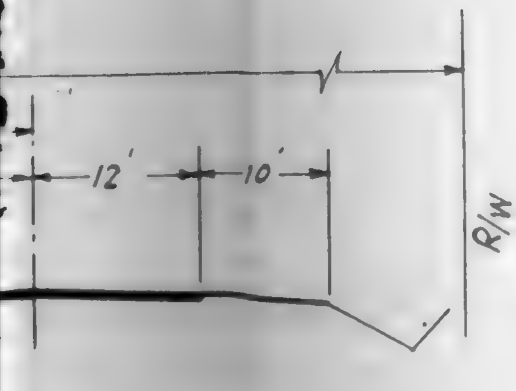


APPROVED

DEPUTY STATE HIGHWAY ENGINEER

July 5, 1960

DATE



OREGON STATE HIGHWAY DEPARTME

Survey Approval Map

RICE HILL- N. OAKLAND JCT. SE

PACIFIC HIGHWAY

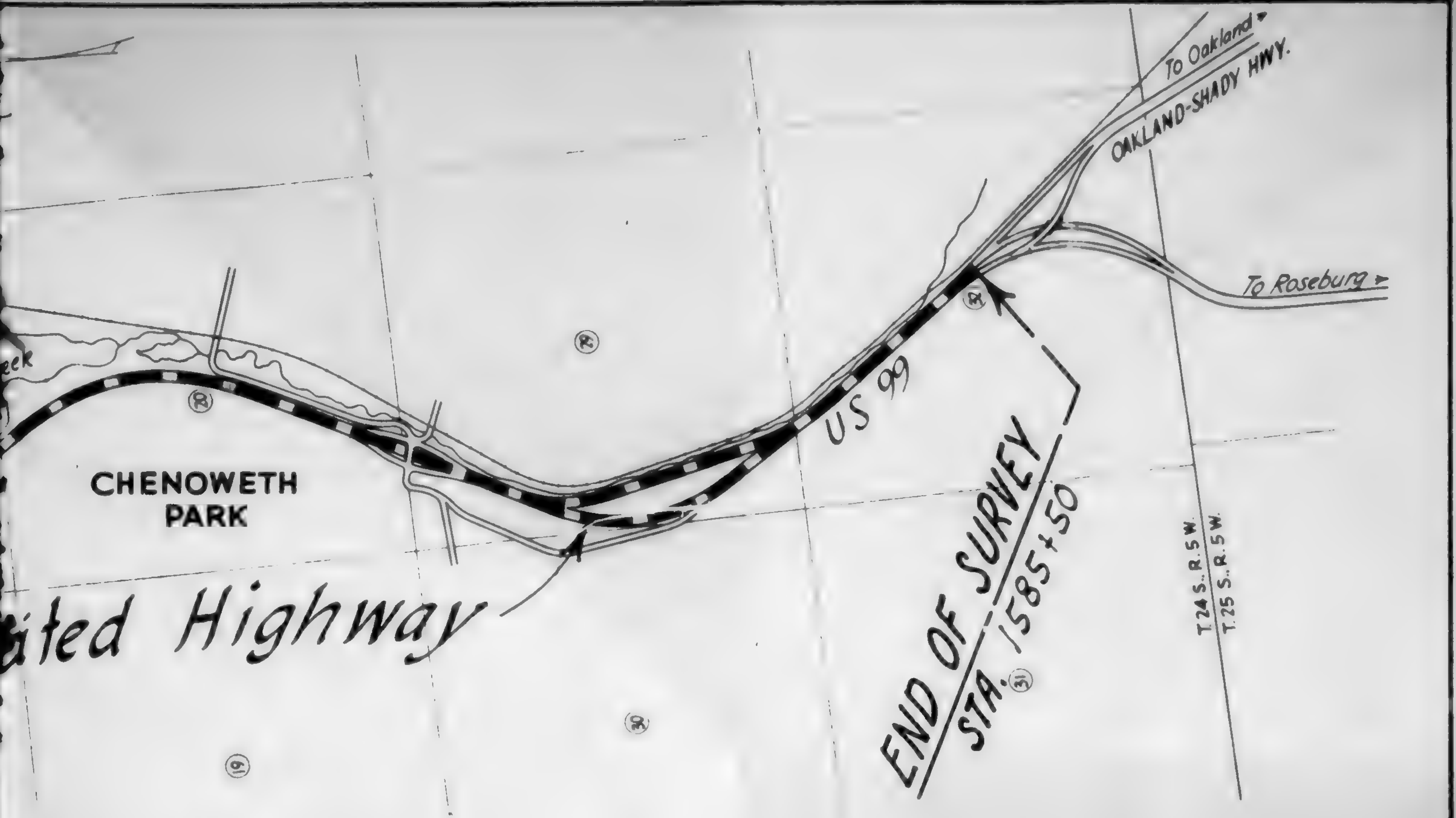
DOUGLAS COUNTY

Scale July, 19

DRG. NO. 1R-5-1419

For details see Drg. No. 5B-29-4 Aug. 1940, 2B-
7B-10-20 Dec. 1951, Feb.,

1R-5-1419


To Oakland
OAKLAND-SHADY HWY.
To Roseburg
US 99
eek
CHENOWETH PARK
ated Highway
END OF SURVEY
STA. 1585+50
T.24 S. R.5 W.
T.25 S. R.5 W.

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

July 5, 1960

DATE

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

RICE HILL - N. OAKLAND JCT. SECTION

PACIFIC HIGHWAY

DOUGLAS COUNTY

Scale July, 1960

DRG. NO. 1R-5-1419

R/W

For details see Drg. NO. 5B-29-4 Aug. 1940, 2B-3-18 Nov., 1932
7B-10-20 Dec. 1951, Feb., 1960

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JUL -5 1960
FOR FILING

1-5-3(16)114

5912

Salem, Oregon
June 30, 1960

Survey Approval Map
Rice Hill-North Oakland Junction
Pacific Highway

Mr. Forrest Cooper
Deputy State Highway Engineer
BUILDING

Attached are 13 prints of the above named survey approval map and a suggested letter for submission to the Commission.

Tom Edwards
Construction Engineer

By

D. J. Barbee
Asst. Construction Engineer

DJB:jk

Attachment

RECEIVED
FOR FILING

When replying, refer to
08-35.3
I-5 3(16)145
5812

408 State Highway Building
Salem, Oregon

June 30, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

The thirty-ninth program of projects involving participation in 1956 Act Federal-aid Interstate funds, submitted with Mr. Porter's June 16, 1960 letter, was approved by our Regional office effective June 27, 1960.

This program, as approved, consists of three Stage 2 projects covering improvements on 15.8 miles of roadway and bridges at a total estimated cost of $4,150,000 with 1956 Act Federal-aid Interstate funds reserved in the amount of $3,735,000. Of these Federal funds, $135,000 is requested for acquisition of right-of-way under Item 172. The unprogramed balance of Federal-aid Interstate funds is $10,479,446 and your reimbursable obligation balance is $212,802 according to our records of this date.

This action is with the understanding that all work will be in full conformance with the provisions of PPM 20-4.

You may proceed with the phases of each project listed below subject to conditions controlling the work which may be performed as described subsequently:

Item No.	Project No.	Location	Authorization Dates	
			PE	ROW
171	I-5-3(16)145	Rice Hill-N. Oakland Jct.	---	----
172	I-5-3(17)145	Rice Hill-N. Oakland Jct.	---	withheld
173	I-80N-3(19)84	The Dalles-Big Eddy	---	----

Authorization to proceed with right-of-way acquisition on Item 172 is being held in abeyance pending submission of revised estimates indicating that use of frontage roads between Stations 1377 and 1470 is the most economical solution or submission of an acceptable alternate plan.

Approval of Items 171 and 172 is with the understanding that interchange spacing is acceptable as outlined in the Section 104(b)(5) manual or will be submitted with appropriate justification for review and approval. It is also understood that Federal participation in paving of the left shoulders will be limited to the first four feet of the shoulder.

It is noted, in connection with Item 171, that the vertical clearance for Metz Hill Road Interchange is indicated as being 13'-8" with no revision of the structure proposed. In view of the fact that the project will bring approximately 7 miles of highway up to Interstate Standards, the feasibility of eliminating this one restriction should be investigated. If the proposed grading and paving work includes revision of the existing four-lane section under the interchange structure, it would appear that lowering the grade approximately 8" would be in accordance with the policy that all designs shall provide net vertical clearance of 16-feet.

Very truly yours,

C. G. Polk
Division Engineer

IDAHO
MONTANA
OREGON
WASHINGTON
RECEIVED
1960

FOR FILING

I-5-3(16)145

[illegible]

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

408 State Highway Building
Salem, Oregon

When replying, refer to
08-35.4-DB

June 27, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

I-5-3(16)145

Dear Sir:

Reference is made to Oregon Project I-5-3(16)145, Rice Hill-North Oakland Junction Section, Pacific Highway.

A plan in hand inspection of this project was made on June 20, 1960 by Adrian Olson and J. F. Putnam of the Highway Department and C. J. Mathias and B. Mills of the Bureau of Public Roads.

As a result of this inspection and from preliminary estimates and right-of-way appraisals we agree that the proposed frontage roads on the left between approximate Stations 1260 and 1333 and on the right between approximate Stations 1277 and 1370 are justified.

The frontage road on the right between approximate Stations 1370 and 1377, the structure at Station 1377 and the frontage road on the left between Stations 1377 and 1470 do not appear to be justified. Right-of-way appraisals indicate that the cost of right-of-way without frontage roads and the structure to be substantially less than the estimated cost of constructing the frontage roads and structure. It appears that some savings in excavation quantities can be made as well as possible savings in right-of-way costs by rolling the grade line between Rice and Turkey Hills.

We make the following recommendation:

1. Set the proposed bid opening date of July 26, 1960, forward to permit the securing of right-of-way appraisals and allow for proper negotiations.

2. Include in the frontage road estimates the cost of the additional right-of-way required for the frontage roads.

3. Base right-of-way estimates on the taking of access and damages rather than on estimate of the value of the entire property.

4. Document the records parcel by parcel to show how the total estimated cost of right-of-way was obtained.

Very truly yours,

C. G. Polk

C. G. Polk
Division Engineer

RECEIVED
JUN 28 1960
OFFICE OF
STATE HIGHWAY ENGINEER

I-5-3(16) Rice Hill-N. Oakland Sec., 1962
145 Pacific Hwy. (Grad., Pav., &
#5812 Sign.) Folder # 2

Agreements -
ex. A 2315

STATE COPY

Monthly transaction number 5-198	PR-2A (6. -1-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
Project report number **11**	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 5-19-65	County **Douglas**
		Project number **I-5-3(16)145**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **May 17**, 19**61**, is hereby modified as follows:

Revised estimated total cost of project	$ **1,997,021.00**
Revised Federal funds	$ **1,843,648.00**
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 19 day of May, 19 65.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By F B Klaboe

Asst. State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX **A. W. Parsons**
(Division Engineer)

By: L R Backlund
L. R. Backlund
Administrative Manager

April 30, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

We are sending four copies of revised estimate as a basis for modification of project agreement on the Rice Hill-North Oakland Jct. Section, Project No. I-5-3 (16)145.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CL:ia

Oregon State Highway Department

Federal-Aid
Project No. I-5-3(16)145

RICE HILL-NORTH OAKLAND JUNCTION SECTION
OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices and an increase in cost due to additional work covered by approved price agreements and extra work orders.)

Salem, Oregon, April 29, 1965

Type Code X781
South Rice Hill Interchange (Sta. 1285+00)(Contract No. 5816)

Shoring, Cribbing, etc.	All	Required		$ 2,000.00
Structural Excavation	225	cu.yds.	$ 6.00	1,350.00
Excavation Below Elevation Shown	25	cu.yds.	10.00	250.00
Furnish 10" BP 42# Steel Piling	480	lin.ft.	5.00	2,400.00
Drive Steel Piles	18	only	60.00	1,080.00
Splice Steel Piles	5	only	20.00	100.00
Class "A" Concrete (320 cu.yds.)	All	Required		22,400.00
Metal Reinforcement (85,500 lbs.)	All	Required		8,500.00
69-foot Prestressed Beams	4	only	1,200.00	4,800.00
83-foot Prestressed Beams	6	only	1,400.00	8,400.00
75-foot Prestressed Beams	5	only	1,400.00	7,000.00
46-foot Prestressed Beams	4	only	800.00	3,200.00
Concrete Slab Riprap	250	sq.yds.	7.00	1,750.00
8-inch Metal Drain Pipe	110	lin.ft.	3.00	330.00
				$ 63,560.00
Flagging (57½% of Contractor's Cost)	All	Required		50.00
	Subtotal			$ 63,610.00
	10% Engr. & Cont.			6,361.00
	Total			$ 69,971.00

Length of 3 Structures . . . . 0.000 mile

Type Code 7221
Roadway (Sta. 1237+00 to Sta. 1477+43.4)(Contract No. 5812)

Clearing and Grubbing	All	Required (60%)		$ 9,000.00
Drainage Excavation, Unclassified	3,340	cu.yds.	$ 1.50	5,010.00
General Excavation, Unclassified	744,020	cu.yds.	.24	178,564.80
Short Overhaul	1,449,930	yd.sta.	.005	7,249.65
Long Overhaul	31,820	C-yd.sta.	.30	9,546.00
Blade Grader	40	hours	15.00	600.00
Finishing Roadbed and Slopes	All	Required (60%)		2,100.00
Rounding Cutbanks	14,000	lin.ft.	.15	2,100.00
12-inch Concrete Pipe	790	lin.ft.	2.36	1,864.40
15-inch Concrete Pipe	740	lin.ft.	3.25	2,405.00
18-inch Concrete Pipe	2,280	lin.ft.	4.00	9,120.00
24-inch Concrete Pipe	1,180	lin.ft.	5.25	6,195.00
36-inch Concrete Pipe	160	lin.ft.	9.50	1,520.00
42-inch Concrete Pipe	220	lin.ft.	10.50	2,310.00

15-inch Corrugated Metal Pipe	60	lin.ft.	$ 3.25	$ 195.00
24-inch Corrugated Metal Pipe	40	lin.ft.	6.56	262.40
Extra for Pipe Under Pavement	26	lin.ft.	7.00	182.00
15-inch Culvert End Sections	6	only	45.00	270.00
18-inch Culvert End Sections	13	only	47.00	611.00
24-inch Culvert End Sections	1	only	57.00	57.00
6-inch Perforated Rigid-Type Drain Pipe	910	lin.ft.	1.65	1,501.50
Special Backfill in Drains	130	cu.yds.	5.50	715.00
Concrete Inlets, Type "G"	26	only	125.00	3,250.00
Concrete Inlets, Type "D"	5	only	150.00	750.00
Class "A" Concrete	750	cu.yds.	60.00	45,000.00
Metal Reinforcement	109,800	lbs.	.14	15,372.00
Concrete Curbs	60	cu.yds.	50.00	3,000.00
Metal Guard Rail	13,900	lin.ft.	2.35	32,665.00
Metal Median Barrier	2,050	lin.ft.	3.70	7,585.00
Guide Posts, Type W-1	200	only	6.00	1,200.00
Guide Posts, Type Y-2	122	only	7.00	854.00
Guide Posts, Type Y-3	4	only	8.00	32.00
Type 2 Fence	3,340	rods	5.50	18,370.00
16' x 48" Metal Gates	1	only	150.00	150.00
20' x 48" Metal Gates	1	only	150.00	150.00
Loose Riprap	2,000	cu.yds.	3.00	6,000.00
Coarse Crushed Material in Base	112,500	tons	1.21	136,125.00
3/4" - 0 Material in Base	52,500	tons	1.21	63,525.00
Sprinkling	20,000	M-gals.	2.00	40,000.00
Preparation of Base	All	Required (60%)		1,800.00
3/4" - 0 Material in Binder Course	400	cu.yds.	4.50	1,800.00
Furnishing and Placing Aggregates	1,240	cu.yds.	4.60	5,704.00
RC-3 Asphalt	65	tons	45.00	2,925.00
120-150 Asphalt	90	tons	41.00	3,690.00
RS-1 Asphalt	40	tons	43.00	1,720.00
Asphaltic Concrete Mixture	18,200	tons	4.37	79,534.00
Asphalt in Mixture	1,000	tons	32.55	32,550.00
Asphaltic Concrete Traffic Markers	800	lin.ft.	.75	600.00
8-inch Portland Cement Concrete Base	9,100	sq.yds.	5.00	45,500.00
8-inch Portland Cement Concrete Pavement	68,700	sq.yds.	3.89	267,243.00
Contraction Joints	12,000	lin.ft.	.10	1,200.00
Dowel Bars	12,000	only	.50	6,000.00
Tie Bars and Bar Reinforcement	27,000	lbs.	.12	3,240.00
Wire Fabric Reinforcement	78,000	lbs.	.63	49,140.00
3/8" - 0 Material in Cushion Course	4,500	tons	3.40	15,300.00
Removal of Existing Traffic Control Devices	All	Required (40%)		400.00
Furnish 8" BP 36# Steel Piling	406	lin.ft.	4.50	1,827.00
Drive Steel Piles	24	only	70.00	1,680.00
Metal Sign Posts	All	Required (60%)		960.00
Wood Sign Posts	All	Required (50%)		1,025.00
Type "A" Signs in Place	846	sq.ft.	7.05	5,964.30

Type "B" Signs in Place	322 sq.ft.	$ 7.30	$ 2,350.60
Type "C" and "D" Signs in Place	425 sq.ft.	3.60	1,530.00
Type "E", "F" and "G" Signs in Place	54 sq.ft.	6.00	324.00
Type "J" Signs in Place	24 sq.ft.	10.00	240.00
			$1,149,653.65

Flagging (57½% of Contractor's Cost)	All Required (60%)	$ 6,000.00
Seeding and Mulching	All Required (60%)	4,050.00
Horizontal Drains	All Required (50%)	5,000.00
Salvaging Existing Sight Posts	All Required (50%)	93.00
Signing (Temporary)	All Required (50%)	250.00
EWO 6 - Construct Detour Road	All Required	20,603.06
EWO 13 - Furnish & Place 3/4" - 0 Leveling Course	All Required	42,063.01
		$ 78,059.07

Utility Work

Work by Douglas Electric Coop.	All Required	$ 15,000.00
	Subtotal	$1,242,712.72
	10% Engr. & Cont.	124,270.28
	Total	$1,366,983.00

Length of Roadway . . . . 4.572 miles
Cost of Roadway per mile $298,990.15

Type Code 6201
Roadway (Sta. 1477+43.4 to Sta. 1614+00)(Contract No. 5312)

Clearing and Grubbing	All Required (40%)		$ 6,000.00
Drainage Excavation, Unclassified	860 cu.yds.	$ 1.50	1,290.00
Embankment Foundation Excavation, Unclassified	8,950 cu.yds.	.30	2,685.00
General Excavation, Unclassified	292,480 cu.yds.	.24	70,195.20
Short Overhaul	1,250,070 yd.sta.	.005	6,250.35
Long Overhaul	45,680 C-yds.sta.	.30	13,704.00
Finishing Roadbed and Slopes	All Required (40%)		1,400.00
Rounding Cutbanks	2,000 lin.ft.	.15	300.00
12-inch Concrete Pipe	210 lin.ft.	2.36	495.60
15-inch Concrete Pipe	120 lin.ft.	3.25	390.00
18-inch Concrete Pipe	320 lin.ft.	4.00	1,280.00
24-inch Concrete Pipe	180 lin.ft.	5.25	945.00
30-inch Concrete Pipe	240 lin.ft.	7.00	1,680.00
21-inch Corrguated Metal Pipe	30 lin.ft.	4.90	147.00
Extra for Pipe Under Pavement	54 lin.ft.	7.00	378.00
12-inch Culvert End Sections	4 only	40.00	160.00
18-inch Culvert End Sections	13 only	47.00	611.00
21-inch Culvert End Sections	1 only	47.00	47.00
24-inch Culvert End Sections	3 only	57.00	171.00
30-inch Culvert End Sections	1 only	150.00	150.00
6-inch Perforated Rigid-Type	110 lin.ft.	1.65	181.50
8-inch Metal Drain Pipe	470 lin.ft.	2.35	1,104.50
8-inch Perforated Metal Drain Pipe	700 lin.ft.	2.45	1,715.00

Special Backfill in Drains	170	cu.yds.	$ 5.50	$ 935.00
Concrete Inlets, Type "G"	4	only	125.00	500.00
Class "A" Concrete	100	cu.yds.	60.00	6,000.00
Metal Reinforcement	16,200	lbs.	.14	2,268.00
Metal Guard Rail	11,100	lin.ft.	2.35	26,085.00
Metal Median Barrier	7,050	lin.ft.	3.70	26,085.00
Guide Posts, Type W-1	130	only	6.00	780.00
Guide Posts, Type Y-2	78	only	7.00	546.00
Guide Posts, Type Y-3	3	only	8.00	24.00
Type 2 Fence	1,160	rods	5.50	6,380.00
Loose Riprap	600	cu.yds.	3.00	1,800.00
Coarse Crushed Material in Base	47,000	tons	1.21	56,870.00
3/4" - 0 Material in Base	15,200	tons	1.21	18,392.00
Sprinkling	6,000	M-gals.	2.00	12,000.00
Preparation of Base	All	Required (40%)		1,200.00
3/4" - 0 Material in Binder Course	350	cu.yds.	4.50	1,575.00
RC-3 Asphalt	55	tons	45.00	2,475.00
RS-1 Asphalt	10	tons	43.00	430.00
Asphaltic Concrete Mixture	22,300	tons	4.37	97,451.00
Asphalt in Mixture	1,230	tons	32.55	40,036.50
Asphaltic Concrete Traffic Markers	250	lin.ft.	.75	187.50
Removal of Existing Traffic Control Devices	All	Required (60%)		600.00
Sign Bridges	All	Required		6,500.00
Furnish 8" BP 36# Steel Piling	220	lin.ft.	4.50	990.00
Drive Steel Piles	13	only	70.00	910.00
Metal Sign Posts	All	Required (40%)		640.00
Wood Sign Posts	All	Required (50%)		1,025.00
Type "A" Signs in Place	735	sq.ft.	7.05	5,181.75
Type "B" Signs in Place	84	sq.ft.	7.30	613.20
Type "C" and "D" Signs in Place	466	sq.ft.	3.60	1,677.60
Type "E", "F" & "G" Signs in Place	43	sq.ft.	6.00	258.00
Type "J" Signs in Place	30	sq.ft.	10.00	300.00
				$ 431,995.70
Flagging (57½% of Contractor's Cost)	All	Required (40%)		$ 4,000.00
Seeding and Mulching	All	Required (40%)		2,700.00
Horizontal Drains	All	Required (50%)		5,000.00
Salvaging Existing Sight Posts	All	Required (50%)		92.00
Signing (Temporary)	All	Required (50%)		250.00
PA 8 - Furnish & Place Class "B" Asphaltic Concrete	10,664.25	ton	4.37	46,602.77
PA 8 - Asphalt in Mix	568.72	ton	32.55	18,511.84
	Subtotal			$ 509,152.31
	10% Engr. & Cont.			50,914.69
	Total			$ 560,067.00

Length of Roadway . . . . 2.586 miles
Cost of Roadway per mile. $216,576.57

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Structures	$ 69,971.00	$ 64,597.00	$ 5,374.00
Roadway (P.C. Pavement)	1,366,983.00	1,261,998.00	104,985.00
Roadway (A.C. Pavement)	560,067.00	517,053.00	43,014.00
	$1,997,021.00	$1,843,648.00	$153,373.00

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939

State Funds for Maint.: Chap. 529, laws, 1939

RICE HILL-NORTH OAKLAND JUNCTION SECTION

Project No. I-5-3(16)145

Estimated Cost of work by the Douglas Electric Cooperative Inc.

Right of Way	$ 105.00	
Right of Way Clearing (Labor)	4,345.00	
Materials	4,921.62	
Labor	5,467.21	
Overhead	4,784.48	
Salvage Credit	-4,281.92	Credit
	$15,341.39	
Use	$15,000.00	

RECEIVED
MAY 31 1961

FOR FILING
I-5-3(16) 145
5812

Transaction No.	Form [illegible]-2 (9-[illegible]7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project Report No.	**FEDERAL-AID PROJECT AGREEMENT**	County Douglas
		Project No. I-5-3(16)145

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

US 99, 6.7 mi. N. to N. Oakland Jct.
(Rice Hill-North Oakland Jct. Section)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	11-17-60	2.5
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 1,856,463	Federal funds $ 1,707,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

~~Deputy~~ **State Highway Engineer**
(title)

By

(title)

By

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX C. G. Polk
Division Engineer

By: R. C. Wright
Administrative Manager

Date executed by Division Engineer **May 17, 1961**

USComm-DC 40257

May 15, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Rice Hill-North Oakland Junction Section, Project No. I-5-3(16)145.

Very truly yours,

W. C. Williams
State Highway Engineer

by

R. L. Porter
Office Engineer

RNC:cr

May 1, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Rice Hill-North Oakland Junction Section, Project No. I-5-3(16)145.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RMC:er

Oregon State Highway Department

Federal Aid
Project No. I-5-3(16)145

RICE HILL-NORTH OAKLAND JUNCTION SECTION
OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 1, 1961

Type Code X781
South Rice Hill Interchange (Sta. 1285+00)(Contract No. 5816)

Shoring, Cribbing, etc.	All	Required		$	2,000.00
Structural Excavation	225	cu.yds.	$ 6.00		1,350.00
Excavation Below Elevation Shown	25	cu.yds.	10.00		250.00
Furnish 10" BP 42# Steel Piling	480	lin.ft.	5.00		2,400.00
Drive Steel Piles	18	only	60.00		1,080.00
Splice Steel Piles	5	only	20.00		100.00
Class "A" Concrete (320 cu.yds.)	All	Required			22,400.00
Metal Reinforcement (85,500 lbs.)	All	Required			8,500.00
69-foot Prestressed Beams	4	only	1,200.00		4,800.00
83-foot Prestressed Beams	6	only	1,400.00		8,400.00
75-foot Prestressed Beams	5	only	1,400.00		7,000.00
46-foot Prestressed Beams	4	only	800.00		3,200.00
Concrete Slab Riprap	250	sq.yds.	7.00		1,750.00
8-inch Metal Drain Pipe	110	lin.ft.	3.00		330.00
				$	63,560.00
Flagging (57½% of Contractor's Cost)	All	Required			50.00
	Subtotal			$	63,610.00
	10% Engr. & Cont.				6,361.00
	Total			$	69,971.00

Length of 3 Structures . . . . 0.000 mile

Type Code 7221
Roadway (Sta. 1237+00 to Sta. 1477+43.4)(Contract No. 5812)

Clearing and Grubbing	All	Required (60%)		$	9,000.00
Drainage Excavation, Unclassified	3,340	cu.yds.	$ 1.50		5,010.00
General Excavation, Unclassified	744,020	cu.yds.	.24		178,564.80
Short Overhaul	1,449,930	yd.sta.	.005		7,249.65
Long Overhaul	31,820	C-yd.sta.	.30		9,546.00
Blade Grader	40	hours	15.00		600.00
Finishing Roadbed and Slopes	All	Required (60%)			2,100.00
Rounding Cutbanks	14,000	lin.ft.	.15		2,100.00
12-inch Concrete Pipe	790	lin.ft.	2.36		1,864.40
15-inch Concrete Pipe	740	lin.ft.	3.25		2,405.00
18-inch Concrete Pipe	2,280	lin.ft.	4.00		9,120.00
24-inch Concrete Pipe	1,180	lin.ft.	5.25		6,195.00
36-inch Concrete Pipe	160	lin.ft.	9.50		1,520.00
42-inch Concrete Pipe	220	lin.ft.	10.50		2,310.00

15-inch Corrugated Metal Pipe	60	lin.ft.	$ 3.25	$ 195.00
24-inch Corrugated Metal Pipe	40	lin.ft.	6.56	262.40
Extra for Pipe Under Pavement	26	lin.ft.	7.00	182.00
15-inch Culvert End Sections	6	only	45.00	270.00
18-inch Culvert End Sections	13	only	47.00	611.00
24-inch Culvert End Sections	1	only	57.00	57.00
6-inch Perforated Rigid-Type Drain Pipe	910	lin.ft.	1.65	1,501.50
Special Backfill in Drains	130	cu.yds.	5.50	715.00
Concrete Inlets, Type "G"	26	only	125.00	3,250.00
Concrete Inlets, Type "D"	5	only	150.00	750.00
Class "A" Concrete	750	cu.yds.	60.00	45,000.00
Metal Reinforcement	109,800	lbs.	.14	15,372.00
Concrete Curbs	60	cu.yds.	50.00	3,000.00
Metal Guard Rail	13,900	lin.ft.	2.35	32,665.00
Metal Median Barrier	2,050	lin.ft.	3.70	7,585.00
Guide Posts, Type W-1	200	only	6.00	1,200.00
Guide Posts, Type Y-2	122	only	7.00	854.00
Guide Posts, Type Y-3	4	only	8.00	32.00
Type 2 Fence	3,340	rods	5.50	18,370.00
16' x 48" Metal Gates	1	only	150.00	150.00
20' x 48" Metal Gates	1	only	150.00	150.00
Loose Riprap	2,000	cu.yds.	3.00	6,000.00
Coarse Crushed Material in Base	112,500	tons	1.21	136,125.00
3/4" - 0 Material in Base	52,500	tons	1.21	63,525.00
Sprinkling	20,000	M-gals.	2.00	40,000.00
Preparation of Base	All	Required (60%)		1,800.00
3/4" - 0 Material in Binder Course	400	cu.yds.	4.50	1,800.00
Furnishing and Placing Aggregates	1,240	cu.yds.	4.60	5,704.00
MC-3 Asphalt	65	tons	45.00	2,925.00
120-150 Asphalt	90	tons	41.00	3,690.00
RS-1 Asphalt	40	tons	43.00	1,720.00
Asphaltic Concrete Mixture	18,200	tons	4.37	79,534.00
Asphalt in Mixture	1,000	tons	32.55	32,550.00
Asphaltic Concrete Traffic Markers	800	lin.ft.	.75	600.00
8-inch Portland Cement Concrete Base	9,100	sq.yds.	5.00	45,500.00
8-inch Portland Cement Concrete Pavement	68,700	sq.yds.	3.89	267,243.00
Contraction Joints	12,000	lin.ft.	.10	1,200.00
Dowel Bars	12,000	only	.50	6,000.00
Tie Bars and Bar Reinforcement	27,000	lbs.	.12	3,240.00
Wire Fabric Reinforcement	78,000	lbs.	.63	49,140.00
3/8" - 0 Material in Cushion Course	4,500	tons	3.40	15,300.00
Removal of Existing Traffic Control Devices	All	Required (40%)		400.00
Furnish 8" BP 36# Steel Piling	406	lin.ft.	4.50	1,827.00
Drive Steel Piles	24	only	70.00	1,680.00
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Wood Sign Posts	All	Required (50%)		1,025.00
Type "A" Signs in Place	846	sq.ft.	7.05	5,964.30

Type "B" Signs in Place	322	sq.ft.	$ 7.30	$ 2,350.60
Type "C" & "D" Signs in Place	425	sq.ft.	3.60	1,530.00
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				$1,149,653.65

Flagging (57½% of Contractor's Cost)	All	Required (60%)	$ 6,000.00
Seeding and Mulching	All	Required (60%)	4,050.00
Horizontal Drains	All	Required (50%)	5,000.00
Salvaging Existing Sight Posts	All	Required (50%)	93.00
Signing (Temporary)	All	Required (50%)	250.00
			$ 15,393.00

Utility Work

Work by Douglas Electric Corp.	All Required	$ 15,000.00
	Subtotal	$1,180,046.65
	10% Engr. & Cont.	118,004.35
	Total	$1,298,051.00

Length of Roadway . . . . 4.572 miles
Cost of Roadway per mile $283,913.16

Type Code 6201
Roadway (Sta. 1477+43.4 to Sta. 1614+00)(Contract No. 5812)

Clearing and Grubbing	All	Required (40%)		$ 6,000.00
Drainage Excavation, Unclassified	860	cu.yds.	$ 1.50	1,290.00
Embankment Foundation Excavation, Unclassified	8,950	cu.yds.	.30	2,685.00
General Excavation, Unclassified	292,480	cu.yds.	.24	70,195.20
Short Overhaul	1,250,070	yd.stas.	.005	6,250.35
Long Overhaul	45,680	C-yd.stas.	.30	13,704.00
Finishing Roadbed and Slopes	All	Required (40%)		1,400.00
Rounding Cutbanks	2,000	lin.ft.	.15	300.00
12-inch Concrete Pipe	210	lin.ft.	2.36	495.60
15-inch Concrete Pipe	120	lin.ft.	3.25	390.00
18-inch Concrete Pipe	320	lin.ft.	4.00	1,280.00
24-inch Concrete Pipe	180	lin.ft.	5.25	945.00
30-inch Concrete Pipe	240	lin.ft.	7.00	1,680.00
21-inch Corrugated Metal Pipe	30	lin.ft.	4.90	147.00
Extra for Pipe Under Pavement	54	lin.ft.	7.00	378.00
12-inch Culvert End Sections	4	only	40.00	160.00
18-inch Culvert End Sections	13	only	47.00	611.00
21-inch Culvert End Sections	1	only	47.00	47.00
24-inch Culvert End Sections	3	only	57.00	171.00
30-inch Culvert End Sections	1	only	150.00	150.00
6-inch Perforated Rigid-Type	110	lin.ft.	1.65	181.50
8-inch Metal Drain Pipe	470	lin.ft.	2.35	1,104.50
8-inch Perforated Metal Drain Pipe	700	lin.ft.	2.45	1,715.00

Special Backfill in Drains	170	cu.yds.	$ 5.50	$	935.00
Concrete Inlets, Type "G"	4	only	125.00		500.00
Class "A" Concrete	100	cu.yds.	60.00		6,000.00
Metal Reinforcement	16,200	lbs.	.14		2,268.00
Metal Guard Rail	11,100	lin.ft.	2.35		26,085.00
Metal Median Barrier	7,050	lin.ft.	3.70		26,085.00
Guide Posts, Type W-1	130	only	6.00		780.00
Guide Posts, Type Y-2	78	only	7.00		546.00
Guide Posts, Type Y-3	3	only	8.00		24.00
Type 2 Fence	1,160	rods	5.50		6,380.00
Loose Riprap	600	cu.yds.	3.00		1,800.00
Coarse Crushed Material in Base	47,000	tons	1.21		56,870.00
3/4" - 0 Material in Base	15,200	tons	1.21		18,392.00
Sprinkling	6,000	M-gals.	2.00		12,000.00
Preparation of Base	All	Required (40%)			1,200.00
3/4" - 0 Material in Binder Course	350	cu.yds.	4.50		1,575.00
RC-3 Asphalt	55	tons	45.00		2,475.00
RS-1 Asphalt	10	tons	43.00		430.00
Asphaltic Concrete Mixture	22,300	tons	4.37		97,451.00
Asphalt in Mixture	1,230	tons	32.55		40,036.50
Asphaltic Concrete Traffic Markers	250	lin.ft.	.75		187.50
Removal of Existing Traffic Control Devices	All	Required (60%)			600.00
Sign Bridges	All	Required %			6,500.00
Furnish 8" BP 36# Steel Piling	220	lin.ft.	4.50		990.00
Drive Steel Piles	13	only	70.00		910.00
Metal Sign Posts	All	Required (40%)			640.00
Wood Sign Posts	All	Required (50%)			1,025.00
Type "A" Signs in Place	735	sq.ft.	7.05		5,181.75
Type "B" Signs in Place	84	sq.ft.	7.30		613.20
Type "C" and "D" Signs in Place	466	sq.ft.	3.60		1,677.60
Type "E", "F" & "G" Signs in Place	43	sq.ft.	6.00		258.00
Type "J" Signs in Place	30	sq.ft.	10.00		300.00
				$	431,995.70
Flagging (57½% of Contractor's Cost)	All	Required (40%)		$	4,000.00
Seeding and Mulching	All	Required (40%)			2,700.00
Horizontal Drains	All	Required (50%)			5,000.00
Salvaging Existing Sight Posts	All	Required (50%)			92.00
Signing (Temporary)	All	Required (50%)			250.00
				$	12,042.00
	Subtotal			$	444,037.70
	10% Engr. & Cont.				44,403.30
	Total			$	488,441.00

Length of Roadway . . . . 2.586 miles
Cost of Roadway per mile $188,878.96

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Structures	$ 69,971.00	$ 64,000.00	$ 5,971.00
Roadway (P.C. Pavement)	1,298,051.00	1,194,000.00	104,051.00
Roadway (A.C. Pavement)	488,441.00	449,000.00	39,441.00
	$1,856,463.00	$1,707,000.00	$149,463.00

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939

State Funds for Maint.: Chap. 529, laws, 1939

RICE HILL-NORTH OAKLAND JUNCTION SECTION

Project No. I-5-3(16)145

Estimated Cost of work by the Douglas Electric Cooperative Inc.

Right of Way	$ 105.00	
Right of Way Clearing (Labor)	4,345.00	
Materials	4,921.62	
Labor	5,467.21	
Overhead	4,784.48	
Salvage Credit	- 4,281.92	Credit
	$15,341.39	
Use	$15,000.00	

Oregon State Highway Department

Federal Aid
Project No. I-5-3(16)145

RICE HILL-NORTH OAKLAND JUNCTION SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 14, 1960

Type Code X731
South Rice Hill Interchange (Sta. 1235+00)

Shoring, Cribbing, etc.	All Required		$ 2,000.00
Structural Excavation	225 cu.yds.	$ 6.00	1,350.00
Excavation Below Elevation Shown	25 cu.yds.	12.00	300.00
Furnish 10" BP 42# Steel Piling	480 lin.ft.	5.00	2,400.00
Drive Steel Piles	18 only	70.00	1,260.00
Splice Steel Piles	5 only	45.00	225.00
Class "A" Concrete (320 cu.yds. at $70.00)	All Required		22,400.00
Metal Reinforcement (85,500 lbs. at $0.14)	All Required		11,970.00
69-foot Prestressed Beams	4 only	1,435.00	5,740.00
83-foot Prestressed Beams	6 only	1,650.00	9,900.00
75-foot Prestressed Beams	5 only	1,500.00	7,500.00
46-foot Prestressed Beams	4 only	900.00	3,600.00
Concrete Slab Riprap	250 sq.yds.	8.00	2,000.00
8-inch Metal Drain Pipe	110 lin.ft.	4.00	440.00
			$ 71,085.00
Flagging (57½% of Contractor's Cost)	All Required		50.00
	Subtotal		$ 71,135.00
	10% Engr. & Cont.		7,113.00
	Total		$ 78,248.00

Length of 3 Structures.................. 0.000 mile

Type Code 7221
Roadway (Sta. 1237+00 to Sta. 1477+43.4)

Clearing and Grubbing	All Required (60%)		$ 18,000.00
Drainage Excavation, Unclassified	3,340 cu.yds.	$ 3.00	10,020.00
General Excavation, Unclassified	744,020 cu.yds.	.38	282,727.60
Short Overhaul	1,449,930 yd.stas.	.01	14,499.30
Long Overhaul	31,820 C-yd.stas.	.35	11,137.00
Blade Grader	40 Hours	12.50	500.00
Finishing Roadbed and Slopes	All Required (60%)		9,000.00
Rounding Cutbanks	14,000 lin.ft.	.20	2,800.00
12-inch Concrete Pipe	790 lin.ft.	2.50	1,975.00
15-inch Concrete Pipe	740 lin.ft.	3.50	2,590.00
18-inch Concrete Pipe	2,280 lin.ft.	4.50	10,260.00
24-inch Concrete Pipe	1,180 lin.ft.	6.00	7,080.00

36-inch Concrete Pipe	160	lin.ft.	$ 10.00	$ 1,600.00
42-inch Concrete Pipe	220	lin.ft.	12.50	2,750.00
15-inch Corrugated Metal Pipe	60	lin.ft.	4.25	255.00
24-inch Corrugated Metal Pipe	40	lin.ft.	8.00	320.00
Extra for Pipe Under Pavement	26	lin.ft.	5.00	130.00
15-inch Culvert End Sections	6	only	40.00	240.00
18-inch Culvert End Sections	13	only	50.00	650.00
24-inch Culvert End Sections	1	only	75.00	75.00
6-inch Perforated Rigid-Type Drain Pipe	910	lin.ft.	2.00	1,820.00
Special Backfill in Drains	130	cu.yds.	6.00	780.00
Concrete Inlets, Type "G"	26	only	90.00	2,340.00
Concrete Inlets, Type "D"	5	only	100.00	500.00
Class "A" Concrete	750	cu.yds.	50.00	37,500.00
Metal Reinforcement	109,800	lbs.	.14	15,372.00
Concrete Curbs	60	cu.yds.	45.00	2,700.00
Metal Guard Rail	13,900	lin.ft.	2.50	34,750.00
Metal Median Barrier	2,050	lin.ft.	4.25	8,712.50
Guide Posts, Type W-1	200	only	6.75	1,350.00
Guide Posts, Type Y-2	122	only	7.50	915.00
Guide Posts, Type Y-3	4	only	10.00	40.00
Type 2 Fence	3,340	rods	6.00	20,040.00
16' x 48" Metal Gates	1	only	100.00	100.00
20' x 48" Metal Gates	1	only	125.00	125.00
Loose Riprap	2,000	cu.yds.	2.50	5,000.00
Coarse Crushed Material in Base	112,500	tons	1.30	146,250.00
3/4" - 0 Material in Base	52,500	tons	1.40	73,500.00
Sprinkling	20,000	M-gals.	2.50	50,000.00
Preparation of Base	All	Required (60%)		1,500.00
3/4" - 0 Material in Binder Course	400	cu.yds.	5.50	2,200.00
Furnishing and Placing Aggregates	1,240	cu.yds.	5.50	6,820.00
RC-3 Asphalt	65	tons	44.00	2,860.00
120-150 Asphalt	90	tons	42.00	3,780.00
RS-1 Asphalt	70	tons	44.00	3,080.00
Asphaltic Concrete Mixture	18,200	tons	5.50	100,100.00
Asphalt in Mixture	1,000	tons	36.00	36,000.00
Aggregate in Shoulder Seal	160	cu.yds.	7.00	1,120.00
Asphaltic Concrete Traffic Markers	800	lin.ft.	1.00	800.00
8-inch Portland Cement Concrete Base	9,100	sq.yds.	4.00	36,400.00
8-inch Portland Cement Concrete Pavement	68,700	sq.yds.	4.00	274,800.00
Contraction Joints	12,000	lin.ft.	.12	1,440.00
Dowel Bars	12,000	only	.50	6,000.00
Tie Bars and Bar Reinforcement	27,000	lbs.	.12	3,240.00
Wire Fabric Reinforcement	78,000	lbs.	.75	58,500.00
3/8" - 0 Material in Cushion Course	4,500	tons	3.00	13,500.00
Removal of Existing Traffic Control Devices	All	Required (40%)		400.00
Furnish 8" BP 36# Steel Piling	406	lin.ft.	5.80	2,354.80
Drive Steel Piles	24	only	77.00	1,848.00

Metal Sign Posts	All Required (60%)		$ 1,338.00
Wood Sign Posts	All Required (50%)		950.00
Type "A" Signs in Place	846 sq.ft.	$ 8.20	6,937.20
Type "B" Signs in Place	322 sq.ft.	8.50	2,737.00
Type "C" & "D" Signs in Place	425 sq.ft.	4.90	2,082.50
Type "E", "F" & "G" Signs in Place	54 sq.ft.	5.30	286.20
Type "J" Signs in Place	24 sq.ft.	9.20	220.80
			$1,349,697.90
Flagging (57½% of Contractor's Cost)	All Required (60%)		6,000.00
Seeding and Mulching	All Required (60%)		4,050.00
Horizontal Drains	All Required (50%)		5,000.00
Salvaging Existing Sight Posts	All Required (50%)		93.00
			$1,364,840.90

Utility Work

Work by Douglas Electric Co.	All Required	$ 9,000.00
Work by Pacific Tel. & Tel. Co.	All Required	1,700.00
		$ 10,700.00
	Subtotal	$1,375,540.90
	10% Engr. & Cont.	137,554.10
	Total	$1,513,095.00

Length of Roadway .... 4.572 miles
Cost of Roadway per mile.............. $330,948.16

Type Code 6201
Roadway (Sta. 1477+43.4 to Sta. 1614+00)

Clearing and Grubbing	All Required (40%)		$ 12,000.00
Drainage Excavation, Unclassified	860 cu.yds.	$ 3.00	2,580.00
Embankment Foundation Excavation, Unclassified	8,950 cu.yds.	.60	5,370.00
General Excavation, Unclassified	292,480 cu.yds.	.38	111,142.40
Short Overhaul	1,250,070 yd.stas.	.01	12,500.70
Long Overhaul	45,680 C-yd.stas.	.35	15,988.00
Finishing Roadbed and Slopes	All Required (40%)		6,000.00
Rounding Cutbanks	2,000 lin.ft.	.20	400.00
12-inch Concrete Pipe	210 lin.ft.	2.50	525.00
15-inch Concrete Pipe	120 lin.ft.	3.50	420.00
18-inch Concrete Pipe	320 lin.ft.	4.50	1,440.00
24-inch Concrete Pipe	180 lin.ft.	6.00	1,080.00
30-inch Concrete Pipe	240 lin.ft.	8.50	2,040.00
21-inch Corrugated Metal Pipe	30 lin.ft.	7.50	225.00

Extra for Pipe Under Pavement	54	lin.ft.	$ 5.00	$ 270.00
12-inch Culvert End Sections	4	only	25.00	100.00
18-inch Culvert End Sections	13	only	50.00	650.00
21-inch Culvert End Sections	1	only	60.00	60.00
24-inch Culvert End Sections	3	only	75.00	225.00
30-inch Culvert End Sections	1	only	100.00	100.00
6-inch Perforated Rigid Type Drain Pipe	110	lin.ft.	2.00	220.00
8-inch Metal Drain Pipe	470	lin.ft.	2.50	1,175.00
8-inch Perforated Metal Drain Pipe	700	lin.ft.	2.50	1,750.00
Special Backfill in Drains	170	cu.yds.	6.00	1,020.00
Concrete Inlets, Type "G"	4	only	90.00	360.00
Class "A" Concrete	100	cu.yds.	50.00	5,000.00
Metal Reinforcement	16,200	lbs.	.14	2,268.00
Metal Guard Rail	11,100	lin.ft.	2.50	27,750.00
Metal Median Barrier	7,050	lin.ft.	4.25	29,962.50
Guide Posts, Type W-1	130	only	6.75	877.50
Guide Posts, Type Y-2	78	only	7.50	585.00
Guide Posts, Type Y-3	3	only	10.00	30.00
Type 2 Fence	1,160	rods	6.00	6,960.00
Loose Riprap	600	cu.yds.	2.50	1,500.00
Coarse Crushed Material in Base	47,000	tons	1.30	61,100.00
3/4" - 0 Material in Base	15,200	tons	1.40	21,280.00
Sprinkling	6,000	M-gals.	2.50	15,000.00
Preparation of Base	All	Required (40%)		1,000.00
3/4" - 0 Material in Binder Course	350	cu.yds.	5.50	1,925.00
RC-3 Asphalt	55	tons	44.00	2,420.00
RS-1 Asphalt	60	tons	44.00	2,640.00
Asphaltic Concrete Mixture	22,300	tons	5.50	122,650.00
Asphalt in Mixture	1,230	tons	36.00	44,280.00
Aggregate in Shoulder Seal	240	cu.yds.	7.00	1,680.00
Asphaltic Concrete Traffic Markers	250	lin.ft.	1.00	250.00
Removal of Existing Traffic Control Devices	All	Required (60%)		600.00
Sign Bridges	All	Required		2,500.00
Furnish 8" BP 36# Steel Piling	220	~~cu.yds.~~ lin. ft	5.80	1,276.00
Drive Steel Piles	13	only	77.00	1,001.00
Metal Sign Posts	All	Required (40%)		892.00
Wood Sign Posts	All	Required (50%)		950.00
Type "A" Signs in Place	735	sq.ft.	8.20	6,027.00
Type "B" Signs in Place	84	sq.ft.	8.50	714.00
Type "C" & "D" Signs in Place	466	sq.ft.	4.90	2,283.40
Type "E", "F" & "G" Signs in Place	43	sq.ft.	5.30	227.90
Type "J" Signs in Place	30	sq.ft.	9.20	276.00
				$ 543,546.40
Flagging (57½% of Contractor's Cost)	All	Required (40%)		4,000.00
Seeding and Mulching	All	Required (40%)		2,700.00
Horizontal Drains	All	Required (50%)		5,000.00
Salvaging Existing Sight Posts	All	Required (50%)		92.00
	Subtotal			$ 555,338.40
	10% Engr. & Cont.			55,533.60
	Total			$ 610,872.00

Length of Roadway.................... 2.586 miles
Cost of Roadway per mile............. $236,222.73

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Structures	$ 78,248.00	$ 70,000.00	$ 8,248.00
Roadway (P.C. Pavement)	1,513,095.00	1,390,000.00	123,095.00
Roadway (A.C. Pavement)	610,372.00	560,000.00	50,372.00
	$2,202,215.00	$2,020,000.00	$182,215.00

RICE HILL-N. OAKLAND JCT. SECTION

Proj. No. I-5-3(16)145

Prestressed Beam Quantities

69-foot Beams			
Overhead			$ 200.00
Metal Reinforcement	1,290 lbs.	$ .125	161.25
Prestress Steel	1,073 lbs.	.45	482.85
Class "A-A" Concrete	10.2 cu.yds.	58.00	591.60
			$1,435.70
83-foot Beams			
Overhead			$ 200.00
Metal Reinforcement	1,298 lbs.	$ .125	162.25
Prestress Steel	1,292 lbs.	.45	581.40
Class "A-A" Concrete	12.2 cu.yds.	58.00	707.60
			$1,651.25
75-foot Beams			
Overhead			$ 200.00
Metal Reinforcement	1,316 lbs.	$ .125	164.50
Prestress Steel	1,110 lbs.	.45	499.50
Class "A-A" Concrete	11 cu.yds.	58.00	638.00
			$1,502.00
46-foot Beams			
Overhead			$ 200.00
Metal Reinforcement	1,166 lbs.	$ .125	145.75
Prestress Steel	339 lbs.	.45	152.55
Class "A-A" Concrete	7 cu.yds.	58.00	406.00
			$ 904.30

Federal Aid
Project No. I-5-3(16)145

Oregon State Highway Department

RICE HILL-NORTH OAKLAND JUNCTION SECTION
OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 21, 1960

Type Code X781
South Rice Hill Interchange (Sta. 1285+00)

Shoring, Cribbing, Etc.	All Required	$	$ 2,000.00
Structural Excavation	225 cu.yd.	6.00	1,350.00
Excavation Below Elevation Shown	25 cu.yd.	12.00	300.00
Furnish 10" BP 42# Steel Piling	480 lin.ft.	5.00	2,400.00
Drive Steel Piles	18 only	70.00	1,260.00
Splice Steel Piles	5 only	45.00	225.00
Class "A" Concrete (320 Cu.Yd. at $70.00)	All Required		22,400.00
Metal Reinforcement (85,500 Lb. at $0.14)	All Required		11,970.00
69-foot Prestressed Beams	4 only	1435.00	5,740.00
83-foot Prestressed Beams	6 only	1650.00	9,900.00
75-foot Prestressed Beams	5 only	1500.00	7,500.00
46-foot Prestressed Beams	4 only	900.00	3,600.00
Concrete Slab Riprap	250 sq.yd.	8.00	2,000.00
8-inch Metal Drain Pipe	110 lin.ft.	4.00	440.00
			$ 71,085.00
Flagging (57½% of Contractor's Cost)	All Required		50.00
	Subtotal		$ 71,135.00
	10% Engr. & Cont.		7,113.00
	Total		$ 78,248.00

Length of 3 Structures - - - - - - - 0.000 Mile

Type Code 7221
Roadway (Sta. 1237+00 to Sta. 1477+43.4)

Clearing and Grubbing	All Required (60%)		$ 18,000.00
Drainage Excavation, Unclassified	3,340 cu.yd.	$3.00	10,020.00
General Excavation, Unclassified	744,020 cu.yd.	0.38	282,727.60
Short Overhaul	1,449,930 yd.sta.	0.01	14,499.30

Long Overhaul	31,820	C-yd.sta.	$0.35	$ 11,137.00
Blade Grader	40	hour	12.50	500.00
Finishing Roadbed and Slopes	All	Required (60%)		9,000.00
Rounding Cutbanks	14,000	lin.ft.	0.20	2,800.00
12-inch Concrete Pipe	790	lin.ft.	2.50	1,975.00
15-inch Concrete Pipe	740	lin.ft.	3.50	2,590.00
18-inch Concrete Pipe	2,280	lin.ft.	4.50	10,260.00
24-inch Concrete Pipe	1,180	lin.ft.	6.00	7,080.00
36-inch Concrete Pipe	160	lin.ft.	10.00	1,600.00
42-inch Concrete Pipe	220	lin.ft.	12.50	2,750.00
15-inch Corrugated Metal Pipe	60	lin.ft.	4.25	255.00
24-inch Corrugated Metal Pipe	40	lin.ft.	8.00	320.00
Extra for Pipe Under Pavement	26	lin.ft.	5.00	130.00
15-inch Culvert End Sections	6	only	40.00	240.00
18-inch Culvert End Sections	13	only	50.00	650.00
24-inch Culvert End Sections	1	only	75.00	75.00
6-inch Perforated Rigid-Type Drain Pipe	910	lin.ft.	2.00	1,820.00
Special Backfill in Drains	130	cu.yd.	6.00	780.00
Concrete Inlets, Type "G"	26	only	90.00	2,340.00
Concrete Inlets, Type "D"	5	only	100.00	500.00
Class "A" Concrete	750	cu.yd.	50.00	37,500.00
Metal Reinforcement	109,800	lb.	0.14	15,372.00
Concrete Curbs	60	cu.yd.	45.00	2,700.00
Metal Guard Rail	13,900	lin.ft.	2.50	34,750.00
Metal Median Barrier	2,050	lin.ft.	4.25	8,712.50
Guide Posts, Type W-1	200	only	6.75	1,350.00
Guide Posts, Type Y-2	122	only	7.50	915.00
Guide Posts, Type Y-3	4	only	10.00	40.00
Type 2 Fence	3,340	rod	6.00	20,040.00
16' x 48" Metal Gates	1	only	100.00	100.00
20' x 48" Metal Gates	1	only	125.00	125.00
Loose Riprap	2,000	cu.yd.	2.50	5,000.00
Coarse Crushed Material in Base	112,500	ton	1.30	146,250.00
3/4" - 0 Material in Base	52,500	ton	1.40	73,500.00
Sprinkling	20,000	M-gal.	2.50	50,000.00
Preparation of Base	All	Required (60%)		1,500.00
3/4" - 0 Material in Binder Course	400	cu.yd.	5.50	2,200.00
Furnishing and Placing Aggregates	1,240	cu.yd.	5.50	6,820.00
RC-3 Asphalt	65	ton	44.00	2,860.00
120-150 Asphalt	90	ton	42.00	3,780.00
RS-1 Asphalt	40	ton	44.00	1,760.00
Asphaltic Concrete Mixture	18,200	ton	5.50	100,100.00
Asphalt in Mixture	1,000	ton	36.00	36,000.00
Asphaltic Concrete Traffic Markers	800	lin.ft.	1.00	800.00
8-inch Portland Cement Concrete Base	9,100	sq.yd.	4.00	36,400.00

8-inch Portland Cement Concrete Pavement	68,700	sq.yd.	$4.00	$274,800.00
Contraction Joints	12,000	lin.ft.	0.12	1,440.00
Dowel Bars	12,000	only	0.50	6,000.00
Tie Bars and Bar Reinforcement	27,000	lb.	0.12	3,240.00
Wire Fabric Reinforcement	78,000	lb.	0.75	58,500.00
3/8" - 0 Material in Cushion Course	4,500	ton	3.00	13,500.00
Removal of Existing Traffic Control Devices	All Required (40%)			400.00
Furnish 8" BP 36# Steel Piling	406	lin.ft.	5.80	2,354.80
Drive Steel Piles	24	only	77.00	1,848.00
Metal Sign Posts	All Required (60%)			1,338.00
Wood Sign Posts	All Required (50%)			950.00
Type "A" Signs in Place	846	sq.ft.	8.20	6,937.20
Type "B" Signs in Place	322	sq.ft.	8.50	2,737.00
Type "C" and "D" Signs in Place	425	sq.ft.	4.90	2,082.50
Type "E", "F" and "G" Signs in Place	54	sq.ft.	5.30	286.20
Type "J" Signs in Place	24	sq.ft.	9.20	220.80
				$1,347,257.90

Flagging (57½% of Contractor's Cost)	All Required (60%)	$ 6,000.00
Seeding and Mulching	All Required (60%)	4,050.00
Horizontal Drains	All Required (50%)	5,000.00
Salvaging Existing Sight Posts	All Required (50%)	93.00
Signing (Temporary)	All Required (50%)	250.00
		$ 15,393.00

Utility Work

Work by Douglas Electric Co.	All Required	$ 9,000.00
Work by Pacific Tel. & Tel. Co.	All Required	1,700.00
		$ 10,700.00
	Subtotal	$1,373,350.90
	10% Engr. & Cont.	137,334.10
	Total	$1,510,685.00

Length of Roadway - - - - - - 4.572 Miles
Cost of Roadway Per Mile- - - $330,421.04

Type Code 6201
Roadway (Sta. 1477+43.4 to Sta. 1614+00)

Clearing and Grubbing	All Required (40%)			$ 12,000.00
Drainage Excavation, Unclassified	860	cu.yd.	$3.00	2,580.00
Embankment Foundation Excavation, Unclassified	8,950	cu.yd.	0.60	5,370.00
General Excavation, Unclassified	292,480	cu.yd.	0.38	111,142.40
Short Overhaul	1,250,070	yd.sta.	0.01	12,500.70
Long Overhaul	45,680	C-yd.sta.	0.35	15,988.00

Finishing Roadbed and Slopes	All	Required (40%)		$ 6,000.00
Rounding Cutbanks	2,000	lin.ft.	$0.20	400.00
12-inch Concrete Pipe	210	lin.ft.	2.50	525.00
15-inch Concrete Pipe	120	lin.ft.	3.50	420.00
18-inch Concrete Pipe	320	lin.ft.	4.50	1,440.00
24-inch Concrete Pipe	180	lin.ft.	6.00	1,080.00
30-inch Concrete Pipe	240	lin.ft.	8.50	2,040.00
21-inch Corrugated Metal Pipe	30	lin.ft.	7.50	225.00
Extra for Pipe Under Pavement	54	lin.ft.	5.00	270.00
12-inch Culvert End Sections	4	only	25.00	100.00
18-inch Culvert End Sections	13	only	50.00	650.00
21-inch Culvert End Sections	1	only	60.00	60.00
24-inch Culvert End Sections	3	only	75.00	225.00
30-inch Culvert End Sections	1	only	100.00	100.00
6-inch Perforated Rigid-Type Drain Pipe	110	lin.ft.	2.00	220.00
8-inch Metal Drain Pipe	470	lin.ft.	2.50	1,175.00
8-inch Perforated Metal Drain Pipe	700	lin.ft.	2.50	1,750.00
Special Backfill in Drains	170	cu.yd.	6.00	1,020.00
Concrete Inlets, Type "G"	4	only	90.00	360.00
Class "A" Concrete	100	cu.yd.	50.00	5,000.00
Metal Reinforcement	16,200	lb.	0.14	2,268.00
Metal Guard Rail	11,100	lin.ft.	2.50	27,750.00
Metal Median Barrier	7,050	lin.ft.	4.25	29,962.50
Guide Posts, Type W-1	130	only	6.75	877.50
Guide Posts, Type Y-2	78	only	7.50	585.00
Guide Posts, Type Y-3	3	only	10.00	30.00
Type 2 Fence	1,160	rod	6.00	6,960.00
Loose Riprap	600	cu.yd.	2.50	1,500.00
Coarse Crushed Material in Base	47,000	ton	1.30	61,100.00
3/4" - 0 Material in Base	15,200	ton	1.40	21,280.00
Sprinkling	6,000	M-gal.	2.50	15,000.00
Preparation of Base	All	Required (40%)		1,000.00
3/4" - 0 Material in Binder Course	350	cu.yd.	5.50	1,925.00
RC-3 Asphalt	55	ton	44.00	2,420.00
RS-1 Asphalt	10	ton	44.00	440.00
Asphaltic Concrete Mixture	22,300	ton	5.50	122,650.00
Asphalt in Mixture	1,230	ton	36.00	44,280.00
Asphaltic Concrete Traffic Markers	250	lin.ft.	1.00	250.00
Removal of Existing Traffic Control Devices	All	Required (60%)		600.00
Sign Bridges	All	Required		2,500.00
Furnish 8" BP 36# Steel Piling	220	lin.ft.	5.80	1,276.00
Drive Steel Piles	13	only	77.00	1,001.00
Metal Sign Posts	All	Required (40%)		892.00
Wood Sign Posts	All	Required (50%)		950.00
Type "A" Signs in Place	735	sq.ft.	8.20	6,027.00
Type "B" Signs in Place	84	sq.ft.	8.50	714.00
Type "C" and "D" Signs in Place	466	sq.ft.	4.90	2,283.40

Type "E", "F" and "G" Signs in Place	43 sq.ft.	$5.30	$ 227.90
Type "J" Signs in Place	30 sq.ft.	9.20	276.00
			$539,666.40
Flagging (57½% of Contractor's Costs)	All Required (40%)		$ 4,000.00
Seeding and Mulching	All Required (40%)		2,700.00
Horizontal Drains	All Required (50%)		5,000.00
Salvaging Existing Sight Posts	All Required (50%)		92.00
Signing (Temporary)	All Required (50%)		250.00
	Subtotal		$551,708.40
	10% Engr. & Cont.		55,170.60
	Total		$606,879.00

Length of Roadway - - - - - - 2.586 Miles
Cost of Roadway Per Mile- - - $234,678.65

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Structures	$ 78,248.00	$ 70,000.00	$ 8,248.00
Roadway (P.C. Pavement)	1,510,685.00	1,389,000.00	121,685.00
Roadway (A.C. Pavement)	606,879.00	558,000.00	48,879.00
	$2,195,812.00	$2,017,000.00	$178,812.00

RICE HILL-N. OAKLAND JCT. SECTION

PROJECT NO. I-5-3(16)145

Prestressed Beam Quantities

69-foot Beams

Overhead			$ 200.00
Metal Reinforcement	1,290 lb.	$0.125	161.25
Prestress Steel	1,073 lb.	0.45	482.85
Class "A-A" Concrete	10.2 cu.yd.	58.00	591.60
			$1,435.70

83-foot Beams

Overhead			$ 200.00
Metal Reinforcement	1,298 lb.	$0.125	162.25
Prestress Steel	1,292 lb.	0.45	581.40
Class "A-A" Concrete	12.2 cu.yd.	58.00	707.60
			$1,651.25

75-foot Beam

Overhead			$ 200.00
Metal Reinforcement	1,316 lb.	$0.125	164.50
Prestress Steel	1,110 lb.	0.45	499.50
Class "A-A" Concrete	11 cu.yd.	58.00	638.00
			$1,502.00

46-foot Beams

Overhead			$ 200.00
Metal Reinforcement	1,166 lb.	$0.125	145.75
Prestress Steel	339 lb.	0.45	152.55
Class "A-A" Concrete	7 cu.yd.	58.00	406.00
			$ 904.30

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JAN 26 1965
FOR FILING

January 25, 1965

General Insurance Co. of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

A post-final payment for $1,309.90 will be made to Roy L. Houck Sons' Corp. on Contract No. 5812 for grading, paving, and signing the Rice Hill-N. Oakland Jct. Section of the Pacific Highway in Douglas County, as soon as the warrant is prepared.

The total amount paid on this contract will be $1,736,2[illegible]8.13 including the post-final payment. Of the total, $137,230.30 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rg

cc: Roy L. Houck Sons' Corp.
1585 20th St., N. E.
Salem, Oregon

cc: C. H. Maison
Attn.: John Herr

Date: 1/22/65

Floyd Query
Commission Secretary

A voucher has been prepared to pay

Contract No. 5812 , Est. No 29 Post Final , Date: To 8/30/63 Amt. $ 1309.90

Contractor Roy L. Houck Sons' Corp.

Totals to date:	Paid to contractor	$	1,736,228.13
	Amount of force account	$	137,230.30
	Amount of retained percentage	$	

Claims Section
Accounting Division

10/64

RECEIVED
JAN 21 19[illegible]

477 Cottage Street N.E.
Salem, Oregon 97301

January 19,1965

08-35.4-DB

2/12

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
T. Dec
Eng. Coordinator

T. Dec, Assistant Division Engineer
Salem, Oregon

Oregon I-5-3(16)145, Rice Hill-North Oakland Junction Section - Pacific Highway - Price Agreement No. 15

Returned herewith is the subject Price Agreement.

We are not authorizing the participation of Federal-aid funds in the settlement of the contractor's claims representing repairs to the median barrier and sign bridge by reason of a determination rendered by your legal section on July 1, 1963 which placed responsibility for such repair upon the contractor under the applicable provisions of the contract and specifications.

It would appear that payment could be made under Work Order No. 13 for any unpaid-for work performed under that order.

Original to [illegible]
[illegible]

NOTED
LLOYD P. SHAW

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JAN 11 1965

FOR FILING

January 11, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 15, covering settlement of contractor's claims on the Rice Hill-North Oakland Junction Section of the Pacific Highway in Douglas County, Contract No. 5812 in connection with Federal-Aid Project No. I-5-3(16)145.

This agreement is to document the settlement of all outstanding claims against the project.

The claims that are covered by this agreement are as follows:

1. Single blade target saw, Stanby $86.25 which is considered to be valid.

2. Damage to sign bridge by motorist $872.73. The contractor was advised by letter from our Legal Department to seek reimbursement from the motorist who caused the damage to the sign bridge in question. Also, that repair of the sign was the contractor's responsibility. The contractor repaired the sign and spent considerable time in determining the motorist was not covered by insurance for this damage, also the contractor's insurance does not cover damage of this nature. Under these circumstances, and since the section of highway involved including the sign has been completed and was serving the public in the manner intended and the accident causing the damage was beyond the control of the contractor, a decision was made to honor this claim.

3. Furnishing and placing 3/4" - 0 material under Work Order No. 13 has been found to be a valid claim in the amount of $350.92.

This agreement has been verbally discussed with the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:bb

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6112

SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 6, 1965

To: Mr. L. H. Young
Office Engineer
BUILDING

SUBJECT: Rice Hill-N. Oakland Jct. Section
Pacific Highway
Contract No. 5812

The contractor on the subject project has accepted our offer of a lump sum settlement for all outstanding claims in the amount of $1,309.90 (see my letter of December 17, 1964 to Ry L. Houck Sons' Corporation).

The original and five (5) copies of a Price Agreement to document this settlement are attached for your further handling.

Also attached are approved Force Account Statements covering the items of a single blade target saw in the amount of $86.25 and Furnishing and Placing 3/4"-0 Material in the amount of $350.92.

The matter of Bureau of Public Roads' participation has not been resolved due to absence of policy determining personnel in this organization.

F. D. Morgan
Construction Engineer

By

G. L. Decker
Assistant Construction Engineer

GLD:fp
Enc.
cc L. P. Shaw
L. R. Chandler

FORM E-123X 50M 4-64
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENN[illegible]FR[illegible]LEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

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DEC 21 1964
FOR FILING

5812

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 17, 1964

Roy L. Houck Sons' Corporation
P. O. Box 671
Salem, Oregon

Re: Rice Hill-North Oakland Jct. Section
Pacific Highway
Contract No. 5812

Gentlemen:

A further review of the outstanding claims on the above referenced project has been completed. The claims, as outlined in your letter of July 20 to John Hagedorn, Resident Engineer, are condensed as follows:

Item #2.	Cleaning and repairing guardrail	$ 660.65
Item #7.	Removal of maintenance sanding material	192.52
Item #10.	Reinstall sight posts struck by snow plow	65.00
Item #11.	Single blade target saw, standby	86.25
Item #13.	Damage to sign bridge post	872.73
Item #14.	Asphaltic concrete mix and asphalt in the mix overlaying contaminated materials	7,367.32
Item $15.	Force Account #13, Furnishing and placing 3/4"-0 material	350.92
	TOTAL CLAIM	$9,595.39

Outlined below are conclusions on each item:

Item #2 - Some 17,475 lin. ft. of guardrail was installed which had poor paint adherence qualities. No more was required in cleaning and painting this rail than was necessary to provide a satisfactory final product. A claim for this work cannot be considered valid.

Item #7 - This project carried through a winter and use of some sanding material was deemed necessary for traffic safety. Nothing was required other than what would normally be considered cleanup of the job for final acceptance. For this reason we do not believe a claim for this work to be in order.

Item #10 - The sight posts struck by snow plow during the winter of 1962, and for which a claim in the amount of $65.00 is made for realignment, had not been installed prior to this time in an acceptable manner; that is, further plumbing of, and tamping around the posts was still to be done. For this reason we do not believe this to be a valid claim.

Item #11 - The claim of $86.25 for a standby single blade is considered to be valid.

Item #13 - You were advised by letter from our Legal Department dated July 1, 1963 to seek reimbursement from the motorist who caused damage to the sign bridge in question. Also, that repair of the sign was your responsibility. You did repair the sign and have gone to some length in determining the motorist was not covered by insurance for this damage. You have also advised your own insurance does not cover damage of this nature. Under these circumstances, and since the section of highway involved, including the sign, had been completed and was serving the public in the manner intended, and the accident causing the damage was beyond your control, a decision has been made to honor this claim.

Item #14 - The withholding of payment for asphaltic concrete mix and asphalt in mix for this material placed over contaminated rock was a penalty measure for reasons well known. The circumstances and wide-spread notoriety surrounding this case do not permit any relaxation of previously determined measures.

Item #15 - Furnishing and placing 3/4"-0 material under Force Account No. 13 has been found to be a valid claim in the amount of $350.92.

In summary, the following items of claim have been determined to be valid in the amounts shown:

Item #11	-	$ 86.25
Item #13	-	872.73
Item #15	-	350.92
	Total	$1,309.90

We trust the above analysis and summation meets with your approval as a settlement for all outstanding claims on this project. To this end we have prepared a Price Agreement in the lump sum amount of $1,309.90 for your signature. After approval please return all copies to this office.

Very truly yours,

F. D. Morgan
Construction Engineer

By

G. L. Decker
Assistant Construction Engineer

GLD:bjm

Attachments

cc: L. P. Shaw
L. H. Young
L. R. Chandler
Alan H. Johansen

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JUL 24 1964

FOR FILING

T5-31-2)145

5812

July 23, 1964

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract #5812 awarded to Roy L. Houck Sons' Corp., for grading-paving-signing the Rice Hill-North Oakland Jct. Section of Pacific Highway in Douglas County was completed August 30, 1963, and accepted by the Highway Commission on July 22, 1964.

Final payment, in the amount of $79,063.01 will be released to the contractor after July 30, 1964. The total contract amount is $1,733,956.51 including $137,230.30 for work performed under force account.

You have been previously advised that claims have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Roy L. Houck Sons' Corp.,
P. O. Box 671
Salem, Oregon

cc: L. H. Young
C. H. Maison
Attn.: John Herr

Form A-208—1M—8-62

3/16/64 no PR47 yet - has not been accepted
5/[illegible] no PR47 as yet — 6-26-6

Contractor Roy L. Houck Sons Corporation

Contract No. 5812 Estimate No. 37 Final Date to 8/30/63

Hold {Voucher No. .... Amount, $ 79,063.61
Hold {Warrant .... at request of ....

Remarks: ....

Statistics: Total paid to contractor $1,733,956.51

Amount of force account .... $ 137,230.30

Amount of retained percentage .... $........

Final disposal ....

State Printing 45622

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July 22, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed August 30, 1963, on Contract No. 5812. The contract was with Ray L. Houck Sons' Corporation and was for grading, paving, and signing on the Rice Hill-North Oakland Junction Section of the Pacific Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 22, 1964, and that you concur in this procedure at the Commission meeting on August 27.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:bbc

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JUL 20 1964
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Salem, Oregon
July 17, 1964

Acceptance of Contract

Mr. L. P. Shaw
Assistant Highway Engineer

Building

All work on the following contract is satisfactorily completed. It is ready for acceptance by the State Highway Commission:

Contract No. 5812 with Roy L. Houck Sons' Corporation for grading, paving and signing on the Rice Hill-N. Oakland Junction Section of the Pacific Highway in Douglas County, completed August 30, 1963. Request for acceptance has been held pending settlement of claims and submission of contractor's reports.

L. H. Young
Office Engineer

DBP:ia

cc: Floyd Query
C. H. Maison
F. D. Morgan

FORM E-1 (REV. 8-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:

WEEK ENDING: 7 February 1964

SECTION: Rice Hill-N. Oakland Jct.

SECTION PREFIX: 610-1072

HIGHWAY: Pacific

COUNTY: Douglas

NAME OF JOB: Rice Hill-N. Oakland Jct.

KIND OF WORK: Grading, Paving & Signing

CONTRACTOR: Roy L. Houck Sons' Corp.

CONTRACT NUMBER: 5812

FEDERAL AID PROJECT NUMBER: I-5-3(16)145

DATE OF CONTRACT: December 12, 1960

DATE WORK STARTED: April 14, 1961

ESTIMATED COMPLETION DATE: Completed

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS: 230

WORK DAYS USED: 235

PERCENT OF TIME ELAPSED: 103

PROJECT AUTHORIZATION: $1,919,082.39

ENGINEERING AUTHORIZATION: $166,000.00

EXCLUSIVE OF ENGINEERING: $1,789,499.64

ENGINEERING COST TO DATE: $177,000.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,933,545.48

PERCENT OF AUTHORIZATION: 107%

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 0.73%

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
100	100	100	100	100	100	100	

	GRADING	SURFACING	P.C.C.	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	7.16	7.16	4.83	2.02	7.00
MILES PARTIALLY COMPLETED					
MILES COMPLETED	7.16	7.16	4.83	2.02	7.00
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,050,000	237,000	77,000	Est. 250 T	Est.2,300 Oil
TOTAL QUANTITIES CORRECTED TO DATE	1,072,535	240,684	76,971	Cor.160 T	Cor.2,704 Oil
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,072,535	240,684	76,971	Est.2,000C.Y.	Est.40,500Mix
AVERAGE DAILY QUANTITIES				Cor.2,020CY	Cor.50,664Mix
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Cold-Clear		
TUESDAY	Cold-Clear		
WEDNESDAY	Overcast		
THURSDAY	Overcast		
FRIDAY	Overcast		
SATURDAY			

NOTED
[illegible]

CONSTRUCTION DIVISION
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FEB 1[illegible] 1964

CB

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final submitted to Division Office on January 31, 1964.
This will be the Final Report.

SIGNED J. R. Hagedorn, Resident Engineer

ADDRESS Roseburg, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

FOR FILING

5712

477 Cottage Street, N. E.
Salem, Oregon 97301

January 24, 1964

Original signed by
R. M. ARENZ
Prog. & Planning Engr.

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

08-35.3

A. W. Parsons
Division Engineer
Salem, Oregon

By: R. M. Arenz
Program & Planning
Engineer

Production Study Report No. P.S. 294

Enclosed are four copies of the subject report on portland cement concrete paving operations on project I-5-3(16)145 in Douglas County. This study was conducted during August, 1962.

This report contains certain operational data which the contractor considers pertinent to his own organization. Copies of the report are being furnished your department with the understanding that it is not for publication or for use outside of the department.

original to Young
1-31-64

NOTED
LLOYD P. SHAW

RECEIVED
[illegible] - 1963

FOR FILING

477 Cottage Street N.E.
Salem, Oregon 97301

November 26, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
08-35.4DB Salem, Oregon

Oregon Project I-5-3(16)145
Rice Hill-North Oakland Junction Section
Interstate Route No. 5

Reference is made to Mr. Shaw's letter of November 4, 1963, replying to our letter of September 17, 1963, regarding certain unresolved items on subject project. Mr. Putnam's letter of October 25, 1963 provides additional information on this same subject.

This project has been the subject of various discussions, meetings, and correspondence between our offices during the past year. It is indeed unfortunate that such a situation should develop. However, we believe that substantial benefit has resulted in spite of the undesirable aspects. Some of the benefits are directly connected with revision and/or strengthening of project procedures and field control of materials and with revision of certain specifications in an effort to prevent future occurrences of these types.

Subsequent investigations have indicated that certain of your asphaltic concrete specifications were unreasonably stringent and that a quality product can be obtained by compliance with wider gradation limits. We understand that your department is currently planning to revise this specification to allow a wider gradation tolerance. The specification governing the specified air content of concrete has already been revised to plug the alleged loophole. Steps have also been taken to discontinue the use of less than a 6 sack concrete mixture. This should materially minimize the chance of obtaining concrete with a 28-day strength less than the specified 3300 P.S.I.

In view of the corrections which have been made with respect to certain deficiencies in the work, and the additional work performed by the contractor at your insistence in order to place the project in an acceptable condition, we are now willing to accept the project as complete.

NOTED
LLOYD P. SHAW

original To Morgan
cc Young
11-29-63

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NOV 5 1963

FOR FILING

November 4, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Rice Hill-North Oakland
Junction Section

Dear Sir:

Reference is made to Mr. Ted Dee's letter of September 17 concerning unresolved items on the subject project.

Item No. 1, AC Pavement: This matter was taken up in Mr. Cooper's letter of October 12, 1962 to you, and our stand is still very similar. However, one other item has entered into the picture, and that is that the gradation control for the job mix has been obtained from a bit sample which consists of a sample weighing 1,000 grams. AASHO specifications for sampling of AC material advise that a 16-pound sample is the minimum amount required for gradation control. They do state, however, that the small sample can be used as a guide. It is quite apparent that a sample weighing 1,000 grams would require only the loss of one or two large rocks to show a large variation in the percentages on gradation. In the past, we have never accepted or rejected AC pavement on the basis of our bit tests but have utilized this test to obtain the best product available.

As the major portion of the product is in substantial conformity to the wide-band specification, and as the end product is an acceptable product, it is suggested that the job mix control on this project be eliminated and the material be accepted. In the near future, we plan to alter our specifications to prevent recurrence.

Item No. 2, PCC Pavement: There has been a great deal of correspondence between this office and yours concerning the air content of the PCC pavement on this project. We have obtained a legal decision from our attorneys which advises that the Special Provisions take precedence over both the plans and the Standard Specifications. As the contractor acted in good faith when he utilized cement that had the air intrainment additive incorporated; which, on the basis of our preliminary lab tests, showed that the end product had the required amount of air; and, as this is in an area where a small variation of air entrainment does not adversely affect the end product, we request acceptance of the product as it is constructed. There are several areas where test cores showed compressive strength failing to meet the minimum specification, and these areas are being recored. You will be advised of the results and our actions as soon as possible.

Item No. 3: The Turkey Hill detour was originally constructed to allow free movement of traffic during the time that the existing highway was blocked immediately after a shot. This was to allow traffic free movement as much as possible, except during the actual shot. The detour was put into effect on November 2, 1961 and was utilized up to April 23, 1962 when a shot "blew up" the existing concrete pavement, making it impossible to utilize until such time as the new roadbed could be completed. We feel that the contractor acted in good faith up to the date that the blow up occurred, and whether or not he could have controlled his shots so that the blow up would not occur, is moot. It is the opinion of this office that it is incumbent upon the Department to provide a safe and fast means for traffic to pass through the project. As the contractor made an effort to comply with our original agreement, and it is impossible to determine whether or not he considered this factor in his bid, we feel that no adjustment of the bid price should be made.

We hope that this will conclude any differences concerning the acceptance of this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
F. D. Morgan
L. H. Young
L. R. Chandler
C. H. Maison

JFP:fp: ajw

FORM E-30 50M 3-63 69607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 16, 1963

SUBJECT: Rice Hill-N. Oakland Jct. Section

To:

Mr. Lloyd Shaw
Assistant State Highway Engineer
BUILDING

Reference is made to Mr. T. Dec's letter of September 17, 1963 concerning unresolved items on subject project.

I enclose herewith a self-explanatory rough draft to the Bureau concerning these matters.

F. D. Morgan
Construction Engineer

By J. F. Putnam

J. F. Putnam
Assistant Construction Engineer

JFP:fp

Enc.

NOTED
LLOYD P. SHAW

RECEIVED
OCT 17 1963
OFFICE OF
STATE HIGHWAY ENGINEER

2

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Hwy. Engineer
Salem, Oregon
Attn: Mr. Morgan

DATE: September 17, 1963

T. Dec

FROM : T. Dec, Assistant Division Engineer
08-35.4DB Salem, Oregon

NOTED
LLOYD P. SHAW

SUBJECT: Oregon Project I-5-3(16)145
Rice Hill - N. Oakland Jct. Section
Pacific Highway

Several items on the subject project which have been under discussion at various times between our offices remain pending at this time and inasmuch as the project work is substantially complete, it appears timely that decisions on these unresolved items should now be made.

The items are as follows:

1. A.C. Pavement - Non-specification mix - numerous deviations from specified limits, both asphalt and gradation of aggregates.

2. P.C.C. Pavement - (a) Air Content - 6 of 10 tests on mainline roadway failed to meet minimum specified requirements.

(b) Compressive Strength - Test cores taken in July 1963 at Stations 1286 and 1294 of the southbound lanes failed to meet the minimum specified strength of 3300 p.s.i.

3. Turkey Hill Detour Road (E.W.O.#6) - Continuous use of detour - Although construction of the detour was proposed and approved as a temporary device to avoid long delays to traffic immediately subseqent to the contractor's blasting operations in the roadside materials source, it was actually used for this purpose only during the period from November 2, 1961 to April 23, 1962. Blasting operations on April 23 rendered the existing road impassable and traffic was passed over the detour from that date until July 23, 1962 when traffic was finally removed from it.

REFERRED TO
[illegible]
By Construction Engineer

Morgan
Young

(more)

SEP 30 1963

Inasmuch as the special provisions of the contract specifically stated that traffic was to be handled expeditiously on the existing road and it is assumed that the contractor's bid provided for such, it would appear that a downward adjustment in prices bid for the aggregate might be in order to compensate for the 3-month period when the contractor enjoyed traffic-free operations in the materials source.

Your early comments and indicated actions on the above items will be appreciated.

RECEIVED
SEP 15 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 5 1963

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

[illegible]

October 25, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Rice Hill-No. Oakland Junction Section
Interstate 5

Dear Sir:

Recent recoring of six areas of low strength on the Rice Hill-North Oakland Junction project showed increases of strength well above specifications with the exception of one core at Station 1294 on the south-bound lane. This core achieved a strength of 3225 PSI which is within 75 pounds of the specified strength.

Of the original 52 samples taken, 17 failed to meet specifications. Nine recores were taken and with the exception of the abovementioned core showed strength in excess of 3300 PSI. The eight remaining strengths vary from a low of 2900 to 3290 with an average PSI of slightly over 3000 pounds.

On the basis of the large increase of strength on the recores, we request your acceptance of the project without resorting to recoring the remaining eight areas.

Very truly yours,

F. D. Morgan
Construction Engineer

By J F Putnam

J. F. Putnam
Assistant Construction Engineer

JFP:bjm

cc: L. P. Shaw

NOTED
LLOYD P. SHAW

RECEIVED
OCT 28 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 11 1963

FOR FILING

October 11, 1963

Roy L. Houck Sons' Corp.,
1585 20th Street NE
Salem
Oregon

Gentlemen:

The State Highway Commission, at its meeting on October 10, 1963, discussed with the Engineer your request for an extension of time on contract #3812. You requested 30 additional workdays within which to complete the grading-paving-signing on the Rice Hill-N. Oakland Jct. Section of Pacific Highway in Douglas County, without assessment of liquidated damages.

After considering the report, recommendation of the Engineer, and other available information, the Commission granted 5 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: L. R. Chandler
John Hagedorn
Frank Morgan
Bureau of Public Roads
L. H. Young
C. H. Maison

RECEIVED
OCT 9 1963
FOR FILING

5812

October 9, 1963

Oregon State Highway Commission

Request for Extension of Time
No. 6
October 10, 1963 Meeting

Gentlemen:

We have received a request from the contractor for an additional 30 workdays on grading, paving, and signing the Rice Hill-North Oakland Junction Section of the Pacific Highway in Douglas County. This project, Contract No. 5812, is under contract to Roy L. Houck Sons' Corporation of Salem.

The amount of 3/4"-0 rock and asphaltic concrete paving overran the bid quantities by a considerable amount. Based on job production figures, a total of 15 workdays can be justified. The contract items on the project have been completed with an overrun of only 5 workdays.

We, therefore, recommend that an extension of 5 workdays, increasing the time limit from 230 to 235 days, be granted. This will eliminate liquidated damages on the project.

The Bureau of Public Roads concurs in this increase of time limit. This matter will be presented to you at the October 10 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

CHB:bjm bbc

RECEIVED
NOV 14 1963
FOR FILING

E-320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

#6

Oregon State Highway Commission
Salem, Oregon

Date June 24, 1963

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 230 days to 260 days, within which to complete our Contract No. 5812, without the assessment of liquidated damages. The said contract is described as follows:

Rice Hill-N. Oakland Junction

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Letter Attached

Respectfully submitted,

APPROVED BY HIGHWAY COMMISSION
DATE Oct 10, 1963 for 5 added days to Complete the Contract
Floyd Query
Secretary

ROY L. HOUCK SONS' CORPORATION
Contractor

By
President

CONSENT OF SURETY

Date July 1, 1963

We, GENERAL INSURANCE COMPANY OF AMERICA

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James F. Darby
James F. Darby Attorney-in-fact

(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5812 Contractor Roy L. Houck Son's Corp.

Highway Pacific

Section Rice Hill-N. Oakland Jct.

Kind of Work Grading, Paving and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Overrun of bid quantities of 3/4"-0 in base and Asphaltic Concrete pavement. Recommend 5 days only because project only overrun by that amount.

Recommended for Approval:

Division Engineer

G. L. Decker
Construction Engineer or Bridge Engineer

ASSISTANT State Highway Engineer

State Printing 27929

Contract No. 5812

Project designation I-5-3(16)145 ~~Federal Interstate~~
State-Federal

Date awarded Dec. 12, 1960

Work started April 14, 1961

Per cent completed Contract items 100 8-15-63
Date

No. of Workdays Allowed 230

No. of Workdays Used 235

No. of Added Workdays Requested 30

ROY L. HOUCK SONS' CORPORATION
HEAVY CONSTRUCTION CONTRACTING
1585 20th STREET N. E.
SALEM, OREGON
JUstice 1-1398

Oregon State Highway Commission:

1. We have had an unusual amount of time delaying extra work on the project involving excavation of the roadbed, a detour road, and an unprecedented amount of furnishing and placing 3/4"-0 materials not covered by contract. This extra work amounted to approximately $85,000.00 and the 3/4"-0 haul in itself reflected an approximate 20 days of delay to complete the contract.

2. Corrective measures are being taken to bring the 8" Portland Concrete into the 1/8" tolerance on the wear surface. We have experienced difficulty acquiring the necessary cutters for the grinder used on this operation. The supplier's order to the factory for these cutters was made on April 24, 1963--we have now received them on June 19, 1963, or 56 days late. This has caused a great delay in our efforts to complete this phase of work.

   A period of time elapsed in which we could not work, from May 8, 1963, (ceased work--see certified payroll) to June 19, 1963 (letter of instructions from the Resident Engineer) due to lack of information from the State concerning grinding. This,also, was very detrimental in our efforts to complete our work.

3. By allowing an extension of time we will be able to complete this project by supplying the now exhausted quantities over contract amount, from this closer source(Yoncalla Interchange-Rice Hill project) bringing about a savings to the State of Oregon because of the shorter haul distance and therefore, supplying the materials at less cost.

4. We have completed additional Asphalt work of approximately 8500 tons on a price agreement at unit price, on this project, involving at least 8 additional working days.

FORM CD-121 (9-22-58)
(PRES. BY A.O. 206-10)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, N. E.
Salem, Oregon 97301

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: October 4, 1963

FROM : A. W. Parsons
08-35.4DB
Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(16)145
Rice Hill - N. Oakland Jct. Section of Interstate Route No. 5
Request for Time Extension

Reference is made to Mr. Shaw's letters of September 11, and October 1, regarding above subject.

We have reviewed the data submitted in support of a five day time extension. Your analysis indicates that 15 days can be justified due to large overruns in the 3/4"-0 base rock and class "B" asphaltic concrete bid items, but that only five additional workdays are required to cover the overrun of contract time.

We concur in your supporting analysis and recommendation that the project time be extended by five workdays to eliminate accessment of liquidated damages.

NOTED
R. L. PORTER

RECEIVED
OCT 7 1963
OFFICE OF
STATE HIGHWAY ENGINEER

cpy to Morgan
Young
10-8-63

October 1, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Time Extension
Rice Hill-North Oakland
Junction Section
Pacific Highway
Project No. I-5-3(16)145

Dear Sir:

As a supplemental to our letter of September 11, we submit the following information:

The overrun of asphaltic concrete pavement was 9,220 tons. The average production on this project was about 1,300 tons per day, so the additional material required seven additional workdays. This additional AC was placed under Price Agreement No. 8.

The overrun of 3/4"-0 in leveling course was 10,650 tons. Of this amount, 9,660 tons were placed under Extra Work Order No. 13, and 990 tons under Price Agreement No. 14. The rate of production during normal operations was 1,330 tons per day, so the additional work required eight workdays.

We believe the requested five-day extension is fully justified.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
F. D. Morgan
L. H. Young
C. H. Maison
CHB:bjm: ajw

FORM E-30 50M 3-63 49607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 25, 1963

SUBJECT: Time Extension
Rice Hill-No. Oakland Jct. Section
Pacific Highway
Contract No. 5812

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Attached is a rough draft of a letter to the Bureau of Public Roads which includes the information requested in their letter of September 18. There is no controversy over whether the time extension is warranted; the question is one of complete documentation included with the request. Any previous information they may have on the subject doesn't count.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

CHB:bjm
Attachment

RECEIVED
SEP 25 1963
OFFICE OF
STATE HIGHWAY ENGINEER

477 Cottage Street N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper
State Highway Engineer

September 18, 1963

Original signed by
M. E. Martin
Dist. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon
By: M. E. Martin, District Engineer

Oregon Project I-5-3(16)145
Rice Hill-North Oakland Junction Section
of Interstate Route 5
Request for Time Extension

Reference is made to Mr. Shaw's letter of September 11, 1963 regarding above subject.

Mr. Shaw's letter contained a recommendation that a time extension in the amount of five days be granted. We feel that the data furnished is insufficient to afford an adequate analysis of the contractor's request. We are, therefore, withholding our decision on this matter until we receive the quantity and cost data supporting your recommendation.

NOTED
LLOYD P. SHAW

original to Decker
9-20-63

September 11, 1963

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Extension of Time
Rice Hill-North Oakland
Junction Section
Pacific Highway
Project No. I-5-3(16)145

Dear Sir:

We have received a request from Roy Houck Sons' Corporation, contractor on this project, for an increase of 30 workdays in which to complete the project. The reasons cited by the contractor to justify this request are many, of which two are of merit. These two are the overruns in quantities of the 3/4"-0 in leveling course and the AC paving.

By using job production rates and the overrun in quantities, we can justify eight workdays for the 3/4"-0 and seven days for the AC, a total of 15 workdays.

All the contract items have been completed on the project, and the total number of days charged at the completion of the contract work was 235. This is five workdays over the time limit of 230 days.

Because an increase of five workdays will eliminate liquidated damages on the project, we recommend an extension in this amount. Your concurrence in this extension is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
F. D. Morgan
L. H. Young
C. H. Maison
CHB:bjm: ajw

FORM E-30 50M 5-62 43908

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 6, 1963

SUBJECT: Extension of Time
Rice Hill-No. Oakland Jct. Section
Pacific Highway
Contract No. 5812

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Attached is a request from Roy Houck Sons' Corporation, contractor on this project, for an increase of 30 workdays. The contractor cites a number of reasons as justification for this increase, of which two are valid reasons for grant of increase. These two are overruns of quantities of 3/4"-0 leveling course and A.C. paving.

By using the job production rates and amounts of the overruns, we can justify 8 workdays for the 3/4"-0 and 7 workdays for the A.C., a total of 15 days.

The job is complete insofar as bid items are concerned, and the contractor has been charged a total of 235 workdays which is 5 days over the time limit. We, therefore, recommend that an increase of 5 workdays be granted to the contractor. This will eliminate liquidated damages on the project.

This matter has been discussed with the Area Engineer for the Bureau of Public Roads who concurs in this recommendation. Rough drafts to the Bureau of Public Roads and the Commission are attached.

F. D. Morgan
Construction Engineer

By
G. L. Decker
Assistant Construction Engineer

CHB:bjm
Attachments

cc: L. H. Young

RECEIVED
[illegible] 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 4 1963
FOR FILING

5812

October 3, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that seeding and mulching work on the Rice Hill-N. Oakland Junction Section of the Pacific Highway, Contract No. 5812, Project No. I-5-3(16)145 in Douglas County, was completed August 23, 1963.

This work was authorized by Order for State Work No. 3, dated November 24, 1961.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

cc: J. W. Nash

RECEIVED
SEP 18 1963
FOR FILING

5411

Salem, Oregon
September 18, 1963

Mr. F. D. Morgan
Construction Engineer

OFFICE

This is to advise you that work was completed on August 30, 1963, on Contract No. 5812, Rice Hill-N. Oakland Jct. Section in Douglas County.

We request that your office return a signed copy of this letter indicating acceptance of the contract work, or listing any conditions below which would prevent acceptance of the project by the Highway Commission.

L. H. Young
Office Engineer

Construction Division
Office Endorsement

Date: ____________________

Conditions noted on above date:

Construction Engineer

DDF:es

5756

RECEIVED
OCT 10 1963
FOR FILING

COMMISSIONERS
GLE[illegible], [illegible]AN
MED[illegible]
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

58LA

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 18, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 30, 1963, on Contract No. 5812, Rice Hill-N. Oakland Jct. Section, in Douglas County, in connection with Federal-Aid Project No. I-5-3(16)145.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By JAH
L. H. Young
Office Engineer

NOTED
LLOYD P. SHAW

Bureau of Public Roads
Oregon Division Office Endorsement

Date: OCT 4 1963

Conditions noted on above date:

Final inspection has been made and contract work considered complete. However, several items remain to be resolved prior to final acceptance of this project for full Federal participation. These items are set forth in our letter of September 17, 1963.

DBP:es
cc: H. S. Cox

A. W. Parsons
Division Engineer

By ME Mart Dist. Engr. For Division Engr.

RECEIVED
OCT 7 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 18 1963
FOR FILING

5812

September 18, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 30, 1963, on Contract No. 5812, Rice Hill-N. Oakland Jct. Section, in Douglas County, in connection with Federal-Aid Project No. I-5-3(16)145.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By H

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date:________________

Conditions noted on above date:

A. W. Parsons
Division Engineer

LHY:es
cc: H. B. Cox

RECEIVED
SEP 30 1963
FOR FILING

477 Cottage Street N.E.
Salem, Oregon - 97301

September 17, 1963

Mr. Forrest Cooper, State Hwy. Engineer
Salem, Oregon
Attn: Mr. Morgan

T. Dec, Assistant Division Engineer
08-35.4DB Salem, Oregon

Oregon Project I-5-3(16)145
Rice Hill - N. Oakland Jct. Section
Pacific Highway

Several items on the subject project which have been under discussion at various times between our offices remain pending at this time and inasmuch as the project work is substantially complete, it appears timely that decisions on these unresolved items should now be made.

The items are as follows:

1. A.C. Pavement - Non-specification mix - numerous deviations from specified limits, both asphalt and gradation of aggregates.

2. P.C.C. Pavement - (a) Air Content - 6 of 10 tests on mainline roadway failed to meet minimum specified requirements.

(b) Compressive Strength - Test cores taken in July 1963 at Stations 1286 and 1294 of the southbound lanes failed to meet the minimum specified strength of 3300 p.s.i.

3. Turkey Hill Detour Road (E.W.O.#6) - Continuous use of detour - Although construction of the detour was proposed and approved as a temporary device to avoid long delays to traffic immediately subsequent to the contractor's blasting operations in the roadside materials source, it was actually used for this purpose only during the period from November 2, 1961 to April 23, 1962. Blasting operations on April 23 rendered the existing road impassable and traffic was passed over the detour from that date until July 23, 1962 when traffic was finally removed from it.

original To Morgan
cc Young
9-30-63

LLOYD NOT

(more)

Inasmuch as the special provisions of the contract specifically stated that traffic was to be handled expeditiously on the existing road and it is assumed that the contractor's bid provided for such, it would appear that a downward adjustment in prices bid for the aggregate might be in order to compensate for the 3-month period when the contractor enjoyed traffic-free operations in the materials source.

Your early comments and indicated actions on the above items will be appreciated.

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OFFICE OF
STATE HIGHWAY ENGINEER

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JUL 8 - 1963

FOR FILING

[illegible]

5112

FORM E-20X—50M—10-62 46823

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 3, 1963

To MEMO TO THE FILES

SUBJECT Payment for A.C.
Over-contaminated Materials
Rice Hill-No. Oakland Junction

On July 2nd, I discussed the matter of Bureau of Public Roads non-payment for A.C. pavement covering contaminated materials on subject project with M. E. Martin of the Bureau.

It was decided that a fair method of deduction for those areas where spot loads were dumped would be to convert the tons of contaminated materials placed into square yards covered one inch deep and deduct the tons of A.C. needed to cover this yardage 2 inches thick.

Other areas where contamination is more complete, the entire area will be deducted.

F. D. Morgan
Construction Engineer

By J. F. Putnam

J. F. Putnam
Assistant Construction Engineer

JFP:bjh

cc: R. L. Porter
L. P. Shaw
A. W. Parsons
L. R. Chandler (2)

RECEIVED
JUL 5 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

RECEIVED
JUL 3 - 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

5812

July 1, 1963

Roy L. Houck Son's Corporation
1585 - 20th Street N. E.
Salem, Oregon

Re: Contract #5812
Rice Hill-No. Oakland Jct.
Damaged Sign Bridge

Gentlemen:

Your letter of June 10, 1963, addressed to J. R. Hagedorn, Resident Engineer on this project, has been referred to the undersigned for reply.

You state in the above letter that it is your intention to make claim for additional compensation, based upon repairing the median barrier and sign bridge which were damaged by a motorist.

It is our position that the repair of the damaged structures is your responsibility under the applicable Contract Provisions and Specifications.

While we do not undertake to advise you as to your legal rights in this regard, it seems appropriate to suggest that, if you have not already done so, you inquire into the feasibility of seeking reimbursement for the necessary repair costs from the liability carrier or the estate of the motorist who apparently caused the damage.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
ALAN H. JOHANSEN
Staff Attorney

AHJ:ks
cc: F. D. Morgan
Lloyd Shaw
L. R. Chandler
J. L. Hagedorn
L. I. Lindas

RECEIVED
JUL 1 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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5812

Salem, Oregon
June 28, 1963

Oregon Project I-5-3(16)45
Rice Hill-North Oakland Jct.
Contract No. 5812
Roy L. Houck Sons' Corp.

D. B. Parkes
Ted Boehme
Office Engineering

OFFICE

There was some question of materials which were incorporated in the subject-named job by the contractor. The referred-to materials would not meet specifications. Tickets were not issued for payment for these materials (3/4-0) in the amount of some 1,400 tons. Subsequently, about 500 tons of these were removed.

It is the declared intention of the Bureau of Public Roads not to participate in payment of these materials or for payment of other materials placed on top of the same. At the time the semi-final estimate is submitted, we must assure ourselves that we are not paying the contractor for any material which the Bureau of Public Roads will not participate in. The Construction Department has been advised of this and have assured us that the semi-final estimate will be taking this into account. However, before release is made for final payment to the contractor, I wish this double-checked and will get an O.K. from the Bureau of Public Roads for the payment which we propose to make to the contractor.

The Construction Department will furnish us with a chart showing where the material was placed and the amount of quantities set out for which no payment was made.

L. H. Young
Office Engineer

LHY:mb
cc: R. L. Porter
F. D. Morgan
C. H. Maison

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FORM E-30X 50M--10-62

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5812

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 19, 1963

SUBJECT: Damaged Sign Bridge
Rice Hill-No. Oakland Junction
Contract No. 5812

To: Mr. L. I. Lindas
Chief Counsel

BUILDING

Recently a sign bridge on subject project was struck by an automobile and damaged to the extent that one of the posts must be replaced. This matter was discussed with Mr. Rohde and Mr. Johansen and it was determined that as the project had not been accepted that the contractor should take the responsibility of contacting the insurance company for reimbursement of his costs for the replacement.

I attach hereto a copy of a letter received from the contractor advising that he will proceed with the correction, but that he will make a claim for additional compensation as the damage was beyond the control of the contractor.

Will you please review this matter and if it is your decision that the contractor is responsible, will you please so notify him to that effect.

F. D. Morgan
Construction Engineer

By J F Putnam
J. F. Putnam
Assistant Construction Engineer

NOTED
LLOYD P. SHAW

JFP:bjh
Attachment
cc: L. P. Shaw

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JUN 1 [illegible] 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 18 1963
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5413

477 Cottage Street N.E.
Salem, Oregon

June 7, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.4-0 Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

Oregon Project I-5-3(16)45
Rice Hill - North Oakland Jct. Section
Contamination of base course material

Your October 12, 1962 letter on the above subject project noted that a portion of the 3/4"-0" leveling course placed was contaminated with reject materials. You indicated that no payment would be made to the contractor for all contaminated base material that can be determined to have been placed on the project. During subsequent conferences here and at the AASHO meeting in Miami, our participation in the surface materials placed over areas containing contaminated base material was questioned.

Subsequently an investigation of this matter was conducted by the Office of Audits and Investigations, and Laboratory Report Nos. 610282 through 610293, 612336 through 612340, and 625268 through 625273 were reviewed by our Washington office.

Laboratory Report Nos. 610282 through 610287 give the results of tests made on samples taken from the contaminated stockpile. None of the six samples met all pertinent specification requirements. The significant deficiencies consisted of values for the properties of plasticity index and liquid limit in excess of specification limits. Laboratory Reports Nos. 612336 through 612340 give the results of tests made on samples taken from the shoulder area alongside the road. While it is true that identification of the material represented by these samples and the material in the leveling course is not completely established, it is likely that the two are very similar. The results of these samples not only failed to meet the specifications for this job, but three of the four results showed higher values for plasticity index and liquid limit than are usually

Copy to Morgan
6-10-63

NOTED
R. L. PORTER

considered safe maximum values for these characteristics. These deficiencies are of particular concern when they are present in base course material placed immediately beneath the surface material, as they are on this project. In this position even comparatively shallow depths of objectionable material can produce critically adverse effects on the overlying surfacing.

It is our understanding that the contaminating material was initially rejected in order to eliminate soft material. The presence of such soft material in the base course will additionally tend to accelerate and worsen the adverse effects mentioned above.

In view of these considerations, it has been determined that Federal-aid funds should not participate in the surface material placed over areas containing the contaminated base course material.

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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
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DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

5412

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 4, 1963

Mr. James Houck
Roy L. Houck Sons' Corpporation
1585 - 20th Street, N.E.
Salem, Oregon

RE: Contaminated 3/4"-0 Material
Rice Hill-N. Oakland Jct. Section
Contract No. 5812

Dear Mr. Houck:

As requested by you, I hand you herewith a list of contaminated materials placed on the above-mentioned project during the period September 8 to September 12, 1962. Total for this material was 1,414 tons. This material was believed to be contaminated and you were advised that no more of this material should be placed on the road on September 8, 1962. No tickets were issued for this material placed by your company during the period of September 8 to September 12, 1962.

Materials were placed as follows:

September 8, 1962: 86 Tons on the "CR", "A" and "B" Lines. Material used for spotting shoulders.
September 8, 1962: 131 Tons on the LS and LN shoulders 1477 to 1504. Material used for spotting shoulders.
September 10, 1962: 49 Tons on "A" and "B" Lines. Material used for spotting shoulders.
September 10, 1962: 81 Tons on LN shoulder Lt. 1479 - 1502. Material used for spotting shoulders.
September 10, 1962: 30 Tons on north entrance to southbound rest area LS 1430. Material used for spotting shoulder of entrance ramp.
September 10, 1962: 387 Tons on LS shoulder Rt. Station 1387 to 1430 and 1445 to 1477.

September 12, 1962: 258 Tons on entrance ramp on northbound rest area and LN 10-foot shoulder 1469 to 1477. Material used for entire leveling course on the shoulder and for spotting on the entrance ramp 1469 to 1472.

September 12, 1962: 48 Tons on LS shoulder spotting 1453 - 1470.

September 12, 1962: 344 Tons on acceleration lane LN 1450 - 1461. New construction.

Total Material placed was 1,414 Tons.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

FDM:fp
cc Lloyd Shaw ✓
A. W. Parsons
Frank C. McKinney
L. R. Chandler

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STATE HIGHWAY ENGINEER

9

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JUL 15 1964

FORM 2130 50M 5-62 43908

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 6, 1963

SUBJECT: Rice Hill-No. Oakland Junction
Pacific Highway
Douglas County
Contract No. 5812
Federal Project: I-5-3(16)145

To: Mr. Forrest Cooper
State Highway Engineer

BUILDING

Items of work on this Interstate Project included grading, paving and signing. Date of contract was December 12, 1960, with work starting April 14, 1961. Project authorization was $1,822,255 with present estimated cost being $1,925,545. At this time the project is 98.8% complete, with an estimated completion date of July 1, 1963. Grinding of concrete, some fencing and guardrail work remain to be done.

This project progressed normally up to surfacing operations, at which time several things developed.

1. The 3/4"-0 material from the Turkey Hill Quarry was observed to be degrading under traffic. A decision was reached that this condition would cause failure on the asphaltic concrete section unless the depth of A.C. was increased 3-inches, and this was done.

2. Variations from specification tolerances in A.C. mix were noted. These were slight with averages being within tolerances.

3. Low air content in concrete noted at beginning of paving operations. 3% specification was determined to be supplemental providing contractor elected to use air-entrained cement.

4. Low strengths of some concrete test cylinders. Averages of 28 day strengths above requirement of 3300 PSI. Laboratory trial mix for project developed 4400 PSI at 28 days. No failures anticipated from this.

5. Rough pavement for the first 2,000 feet was rejected. Contractor placed A.C. overlay at own expense. At present, contractor is grinding on high spots.

NOTED
FORREST COOPER

6. A certain amount of 3/4"-0 rock in stockpile was contaminated with reject material. No material receipt tickets were issued for material from this stockpile. 435 tons -- all that had not been paved over -- were removed from the roadbed. Payment also withheld on 1,621 tons previous to date of contamination until tests were made. These tests revealed the previously placed material to be O.K. Some $79,000 is still retained on this project.

7. Bureau of Public Roads investigation team interrogated Resident Engineer and other job personnel during January of this year.

Pertinent data from the files, listed chronologically, is attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:bjh
Attachments

May 6, 1963

Rice Hill-No. Oakland Junction Section
Pacific Highway
Douglas County
Contract No. 5812
Federal Project: I-5-3(16)145

Pertinent Data from files, listed chronologically:

August 29, 1962 - Letter from O. A. White, Assistant Engineer of Materials, to contractor pointing out need for better uniformity in A.C. aggregate.

September 18, 1962 - Letter from R. L. Porter to F. D. Morgan conveying legal thinking on air entrainment in P.C.C.

September 21, 1962 - Letter from Virgil O'Neil to R. L. Porter interpreting specifications on air entrainment.

September 25, 1962 - Date of Intermediate Construction Report by Glenn K. Hossner, Area Engineer for Bureau of Public Roads. 5 variations from project specifications listed: 1. Low air content. 2. 28-day cylinder breaks. 3. A.C. mix. 4. Supplementing stockpiles, and 5. Rough P.C.C. at beginning.

September 27, 1962 - Letter from Resident Engineer Hagedorn to contractor regarding responsibility of plant inspectors.

September 28, 1962 - Letter from A. W. Parsons to Forrest Cooper re: non-compliance with specifications.

October 4 & 5, 1962 - Date of Inspection-in-depth report, G. K. Hossner.

October 5, 1962 - Letter from F. D. Morgan to L. R. Chandler regarding contaminated material and rough P.C.C. decisions.

October 8, 1962 - Letter from L. W. Rulien to contractor advising non-acceptance of 2,194 feet of P.C.C. on south end of section.

October 8, 1962 (No. 2) - Letter from L. W. Rulien to contractor notifying disposition of contaminated material.

October 12, 1962 - Letter from Forrest Cooper to A. W. Parsons reporting on Asphaltic Concrete, Air Content, Concrete Pavement Strength, Rough Pavement, Contaminated Rock.

October 19, 1962 - Letter from James E. Houck to John Hagedorn protesting withholding of payment of 3/4"-0 material prior to September 8, 1962.

October 30 & 31, 1962 - Intermediate Construction Report, Glenn K. Hossner, B.P.R., mentioning contaminated material.

October 31, 1962 - Letter from O. A. White to R. L. Porter discussing quality of A.C. in terms of gravel equivalency.

November 23, 1962 - Letters from L. W. Rulien, G. W. Harra, and O. A. White commenting on Inspection-in-depth report.

November 26, 1962 - Letter from L. R. Chandler commenting on Inspection-in-depth report.

November 27, 1962 - Letters from G. L. Decker to R. L. Porter submitting pertinent data.

November 28, 1962 - Letter from G. W. Harra to R. L. Porter clarifying need for supplemental material at A.C. plant.

December 10, 1962 - Letter from J. R. Hagedorn to L. R. Chandler recounting events with regard to contamination.

December 17, 1962 - Letter from L. W. Rulien to J. F. Putnam discussing sampling procedure.

January 9, 1963 - Memorandum from A. W. Parsons to Forrest Cooper (with attachments) all pertaining to wage rate compliance.

January 15, 1963 - Letter from E. A. Pease to L R. Chandler clarifying B.P.R. ruling on wages.

January 22, 1963 - Letter from F. D. Morgan to L. P. Shaw (with attachments) all pertaining to testing suspect 3/4"-0 material under A.C. pavement.

March 15, 1963 - Letter from L. R. Chandler to F. D. Morgan with copies of interview conducted by Bureau personnel.

April 11, 1963 - Letter from J. R. Hagedorn to contractor about plans for grinding P.C.C.

G. L. Decker
Assistant Construction Engineer

GLD:bjh

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April 25, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 16, covering storm damage on the Rice Hill-N. Oakland Jct. Section of the Pacific Highway in Douglas County, Contract No. 5812, in connection with Federal-Aid Project No. I-5-3(16)145.

It is necessary to repair Type 2 fence damaged by falling trees during the October 12, 1962, windstorm.

This work was verbally approved by the BPR District Engineer, April 12, 1963. Your approval of the Order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

Enc.

L. Shaw

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APR 3 - 1963

FORM E-30 10M 5-62 43906

FOR FILING

5/13

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 15, 1963

SUBJECT: Report on BPR Investigation
Rice Hill-N.Oakland Junction Section

To: F. D. Morgan
Construction Engineer
Salem, Oregon

Herewith copies compiled by Mr. Hagedorn of a report on the investigation of the Rice Hill-North Oakland Junction Section by the Bureau of Public Roads in January of this year. Hagedorn gives a narrative report of those parts of which he was involved and synopsis prepared by the men involved of interviews by the Bureau investigators Mr. Demer and Mr. Davis.

L R Chandler
L. R. Chandler
Division Engineer

LRC:ds
attach.

CONSTRUCTION DIVISION
MAR 18 1963

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MAR 20 1963
OFFICE OF
STATE HIGHWAY ENGINEER

LLOYD P. SHAW

REPORT ON INVESTIGATION OF RICE HILL-NORTH OAKLAND JUNCTION SECTION

BUREAU OF PUBLIC ROADS

Friday, January 25, 1963. The interviewing of the crew continued throughout the day, Mr. L. R. Chandler sitting in on them occassionally.

The BPR men asked me how we determined what to pay the contractor on our monthly estimates. I told them that with the exception of earthwork and haul that most other items, such as, surfacing materials, pipe, etc., we have an accurate running account for material receipts and culvert notes; that we have several methods of estimating earthwork quantities that work as a check against each other, such as, spot load counts checked against construction plans, location and construction cross-sections and remeasure when necessary.

Mr. Davis asked if it would be alright if the investigation team could work in the office through the weekend. Mr. Chandler okeyed this and Mr. Davis and Mr. Demmer worked both Saturday and Sunday reperusing diaries, checking estimates and going through material receipt books. Sunday, January 27, was supposedly their last day in my office but they also spent a portion of the following Monday checking the same things that they had over the weekend.

Both Mr. Davis and Mr. Demmer expressed their thanks for my cooperation, more or less apologized for any inconveniences they may have caused and stated that their only findings were discrepancies of our methods of testing and inspection. They were also complimentary regarding my records, files and bookkeeping in general.

Mr. Demmer, in answer to my query, said that he doubted that this investigation would have taken place if we had not chanced upon Houck supplementing the 3/4"-0 material with rejects. In parting, I told the BPR men that on a personal basis it was a pleasure to have met them, but that I never wanted to see them again under the same circumstances, but that in any similar circumstances I would follow the same line of action, investigation or no investigation.

On February 4, 1963, after returning from a week in the Salem laboratory, I met with Mr. L. R. Chandler, L. W. Rulien and George Colebank, of the State Highway Department, and Messrs. Thornton, Demmer and Davis of the Bureau of Public Roads. We discussed Colebanks observations that the 3/4"-0 pile seemed to grow between September 1 and 8, 1962.

I believe that the general concensus was that it would be difficult to prove that the contractor contaminated the 3/4"-0 material between these dates.

John R. Hagedorn
Resident Engineer

JRH:ds

Bureau of Public Roads Investigation of Rice Hill - N. Oakland Jct.

Pat Gregory
CE I Transitman

Contract No. 5812
I-5-3 (16) 145

The following is a synopsis of an interview with two Bureau of Public Road men regarding the Houck Corp. and their operations in Douglas County during the past year. The interview lasted one hour and twenty minutes:

They started by informing me that this was a fishing expedition into the Houck Corp operations and their relations with the Hwy.Dept. to determine, among other things, whether they should be suspended for some three months or longer from bidding on federal jobs, whether they had attempted bribery and the quality of the work. I was to feel entirely free in my answers as none of this interview would get back to the highway department.

Question:-- How long have you worked for the highway department, and what are your duties?

Answer:- - -Twenty-one years. Primarily transitman but does include inspection and offic work.

Question:- -The people we have been talking to before you said this was the only contractor they had inspected for so could not make a comparison with other contractors. You have undoubtedly worked with a great number of other contractors. How would you compare Houck's operations with these other contractors?

Answer:- - -In ability in completing the job timewise, I would place them at the top. As to quality of work I would have to place them in a lower range.

Question:- -Why a lower range as to quality?

Answer:- - -I think the greater amount of equipment they have on the job is one factor. This allows them to jump from one end of the job to the other making it harder to supervise.

Question:- - Have they ever offered you a bribe, dinners, work on your personal car, tires at a discount or anything else of this nature?

Answer: - - No.

Comment: We have heard that the Houcks were never noted for their liberality.

Question:- - How has your relationship been with them on Force Account, etc.

Answer: ; - - Most of my contacts have been with the foreman in charge of their operationsand this varies with the individual.

Question:-- - Have you ever found it necessary to shut down their operations?

Answer:- - - Yes.

Question: - - What was the reason? Did they ever refuse? Did they ever give you any static about it. Was it necessary to go to john about it first?

Answer: - - - This happened when I was out on the night shift and they were hauling rock on the blanket course which had stood over the winter. I shut them down because the subgrade started pumping through the blanket course. The foreman insisted he would not shut down without a shutdown letter. I refused the letter and told him I would issue no more tickets and if he continued hauling I would mark the location and he would have to remove the material hauled. As John made periodic trips to the job both night and day I did not feel I should contact him about anything so obvious.

Question: - - - Did you ever feel that they were arranging their work so that they were saving certain jobs to do at night when their would be a better chance of getting away with something.

Answer: - - - This is hard to answer. However, I believe I had to shut them down three times and I can't recall ever doeing so in daytime.

(continued)

Bureau of Public Roads Investigation of Rice Hill - N. Oakland Jct.

Pat Gregory (continued)

Question: - - - Did you have much trouble with them on force account trying to load you with equipment or claim more time than they had coming.

Answer: - - - - Yes, but this as I said varied with the foreman in charge of the job

Question:- - - Do you think this was company policy?

Answer: - - - - I have no means of knowing

Question: - - - Suppose you had asked for a D6 to do a certain job and they brought a D8 and told you that was what you needed. What would happen ?

Answer: - - - - They would be given the choice of taking the D8 back and bringing the D6 or doing the job with the D8 at the D6 rate.

Question: - - - Do you think, considering they were the largest contractor in the state, that the inspector might let them slight their work because of that fact, thinking that their knowledge might be greater than his?

Answer:- - - Personally the only thing I was ever interested in was not who the contractor was but what the job looked like. The question you raised never occured to me.

Question: - - - I am not an engineer and I am not entirely clear how this force account works. How is this handled between the inspector and the contractor?

Answer:- - - - A daily record is kept of time for both equipment and labor signed by both the inspedtor and foreman with both copies going to both the Res.Eng'r. and contractor.

Question - - -Has it ever happened that you have had say two hours of blade time, cleaning a ditch left to do the next morning on force account and you have given the contractor a load or two of rock instead of filling out the force account card?

Answer: - - - No, it would be much easier to fill out the card than it would be to haggle over the amount of rock to pay for the rock. In addition I would have no means of refuting a claim for the force account work as I would have no record of having paid it.

Question:- - - How do you account for the fact that Houck is able to consistently underbid the other contractors and still make money?

Answer: - - - I am unable to give a concise answer to your question. However I do think they are very efficient in their operations including cutting all th e corners. whereas some of the smaller contractors lack the equipment and knowledge of the work required.

Question:- - - Do you have anything else you care to add as I believe that covers all of our questions.

Answer: - - - I believe not and I'm sorry if I appeared to generalize but as I said most of my contacts have been with the foremen. However I would rather see anyother contractor on a job to which I have been assigned.

Their Comment: - - - I imagin this ~~fall~~ last six months has been rather hectic.

In this synopsis I have omitted a good many questions regarding the surfacing, contaminated rock, etc. of which I had no personal knowledge.

Bureau of Public Roads Investigation of   Rice Hill - N. Oakland Jct.

Contract 5812
I-5-3 (16) 145

Gerald Munn
ET II Street Inspector

Jan.25,1963

To Whom It May Concern:

Resume' of conference with two(2) B.P.R. investigators, E.C. Davis and John Demez

Statement: We are here to establish certain facts connected with the Houck operation at Rice Hill. We need your full name and rate, when you worked at Rice Hill etc.

Question: When did you work at Rice Hill. Answer: Oct.20,1961 to Nov.20,1961

Question: Did you have any trouble getting any of the Houcks or their foreman to do what was supposed to be done.

Answer: No more than average.

Question: What is your opinion of the Houck equipment.

Answer: A rigid maintenance schedule was in effect.

Question: Did Houck have, or deliberately delay traffic when blowing the Quarry

AAnswer: No

Question: Did any or was any foreman or laborer used on work other than that q qualified for

Answer: No, a foreman would on occasions operate a piece of equipment in emergencies.

Question: Does Houck have a retirement program or other compensatory program

Answer: Not to my knowledge.

Question: Did any state employee ever borrow money from Houck.

Answer: No, not to my knowledge

Question: Does Houck, or did he ever buy state employees meals or coffee

Answer: No

Question: Did you or do you think Houck has a special in at Salem or with the dividion office or were you ever threatened with the use of such

Answer: Not to my knowledge

Question: Do you think stockpiling material then usin g it later tends to lead to mal practice

Answer: In my personal opinion no, because we still run checks or tests on the material when it is used and will refuse it if it is not in specs when tested.

Question: How many tests do you run in a series

Answer: Usually 3, if two are out the crusher foreman was notified and would make a change usually without hesitation.

Question: Do you think Houck used his reputation to get by

Answer: Yes if he can.

Question: Did you have any forceaccount work while at Rice Hill

Answer: Very little, while I was there, the night shift did not have much of this.

Question: Have you heard of, or used the system of paying for little extra jobs with rock or water tickets

Answer: Not much use for this now, we all carry extra work forms and they are so simple & easy that there is no reason not to use them.

(continued)

Question: Have you heard that Houck will make a job pay by extra work regardless of the bid.
Answer: Have heard this said, however I have never seen evidence of such a practice.
Question: Did you know of the incident where Houck was reported to have used rejects material at 1 A.M. -
Answer: I was told of it, but have no personal knowledge.
Question: Did it surprise you Answer: No, I would have expected it
Question: Why Answer: Reputation I guess plus daily actions and complaint on having such heavy reject.

The Houcks are workers, whenever they can they jump right in and help straighten things out. They plan the daily work and see that the plans are followed. They will create a diversion to get something done if it doesnt cost more money.

Bureau of Public Roads Investigation of   Rice Hill - N. Oakland Jct.

David A. Willhite
ET I Jr. Inspector

Contract No. 5812
I - 5 - 3 (16) 145

The Questions were concerned mainly with the rock production at the Calapooya site.

Question: Did the contractor ever take and run any of his own samples or did he rely on our samples.
Answer: To my knowledge he did not run any of his own samples.
Question: Why dont we take a large sample and divide it, sending half to Salem and running the other half ourself.
Answer: A divider will generally throw more fines one way or the other, or course rock to one side, making an inacurate sample.
Question: Were the crusher foreman cooperative.   Answer: Yes.
Question: Did the crusher foreman or any of the contractors men try to influence us in taking the samples, testing them, or by suggesting we add rock to samples to make them better.
Answer: The foreman would at times suggest that a sample did not look passing and that we discard it and take another, we would go ahead and test the sample anyway.
Question: Did the crusher personnel ever help us take our samples.
Answer: Yes, at Turkey Hill our method of taking samples required two men. So the crusher foreman would assist whoever was taking the sample.
Question: Did we wash our P.C.C. samples.
Answer: No, we dried them and screened them. The ones we sent to Salem we placed in a sack and shipped wet.
Question: Why was 85% of the samples from the A.C . plant not passing.
Answer: I dont know, I had nothing to do with the A.C. plant operation.
(B.P.R. remark) "It is hard to find out what is wrong with something with the lack of corrilation between the operations."
Question: Did the contractor or any of his men ever offer a bribe. Did they offer to buy you any thing.   Answer: No.
Question: Did I have anything to do with the A.C. or P.C.C. paving.
Answer: The only thing I had to do with it, was the sawing of the contraction joints.
Question: What was the reason for so much spall in the joints.
Answer: I ran into some random cracking on the 2nd days pour so I cut a little greener to keep away from cracks.
Question: Why was the second saw brought in for the last days cutting, was the first saw in poor condition.
Answer: The first saw was getting worn out, but it would have been satisfactory for the last days cutting.
Question: Was anyone notified that they were bringing in the 2nd saw.
Answer: Not to my knowledge.
Question: Was the saw operator cooperative.
Answer: Yes
Question: Was the saw operator experienced.
Answer: Yes, he was their saw operator on the Vancouver job.
Question: How long havé I worked for the state.   Answer: Approximately 3 yrs.
Question: Did the P.C.C. rock look like it had a coating of dirt on it, when it left the crusher.
Answer: No, it looked to be clean.
Question: How was the Houck cooperation, in relation to the other contractors I have worked with.
Answer: They seem to do a good job, but are harder to ~~got~~ keep track of.

Bureau Of Public Roads Investigation of Rice Hill - N. Oakland Jct.

Louis B. Williams	Contract No. 5812
ET II Inspector	I-5-3 (16) 145

Question: Wanted to know if Houck or any of his representatives had purchased me lunch, dinner etc.

Ans.: No

Question: If it was possible for Houck to short change on cement.

Ans.: Dont know.

Question: Or to write rock or water tickets to compensate for other work.

Ans.: No.

Question: How often were the scales balanced.

Ans.: Two times a day.

Questions: Did the drivers come onto scales and jump on the brakes in an attempt to throw off the scales. Ans. no.

Question: Did the drivers ever inter the scale house. Ans. no.

Question: Were the men finishing concrete qualified finishers, were they listed on payroll as such. A ns. I dont check the payroll.

Question; Were men setting forms listed as form setterd, were men stripping forms listed as laborers, and why they weren't more careful of the edged. (They were told to be careful).

Question: In my opinion what caused the low strength concrete. Ans. no opinion.

Question: Did Houck get qualified operators out of the hall (If the operators weren't good they didn't stay long with the Houcks.)

Question: Was the first gang saw in good condition (mehanically). Ans. yes.

Question: Was the compaction on the grade O.K. Ans. yes.

Question: In case of pumping action, was work suspended. Ans. yes.

Question: Were there any ~~dess~~ irregularities I could think of. Ans. no.

Bureau of Public Roads Investigation of Rice Hill a[illegible] Oakland Jct.
Contract No. 5812
I-5-3 (16) 145

Douglas G. Anderson
EA Checker Chainman

I was asked quite a few questions about my weighing procedure, such as: Did I balance the scales, and if so how often. I was asked if I ever took any money from Houck or if I had ever been taken to dinner by Houck. I was asked several questions about whether the other boys had taken anything from Houck. I was asked if I saw anything or heard any of the other boys say anything that might look like as if Houck was getting away with anything. They also asked me if I ever looked in the trucks to see if they were hauling the right material.

Bureau Of Public Roads Investigation of Rice Hill - N. Oakland Jct. Project

Leon Brueling
EA -Checker

Contract No. 5812
I-5-3 (16) 145

Wanted first name, middle enitial, and classification. Wanted to know period of time at crucher. If crusher was run out of specs and if the foreman would adjust, if so - [illegible].ans.- The cusher was adjusted when out by adjusting cones and had no trouble getting foreman to do so, although I never told foreman to adjust if close to spec. limit and in the limit.

Wanted general description of operation from quarry through plant to stockpiles. Ans. - Gave flow sheet.

Asked for percentage of reject material to crushed rock. Ans.- Had no idea.

Asked if rejects could have been put in 3/4" pile or if I had seen it done. Ans. - Had not seen it done and if it was done it would have had to have been done when I was busy shaking samples.

Asked if I knew what inquery was about and was told that it was not generally known about and that it was not to be told. Ans. - Didn't know what it was about.

Asked how many trucks hauldd 3/4"-0 and how many hauled rejects. Ans.- one truck on rejects and 1 to 2 on 3/4"-0.

Asked if plant was operated 3 shifts and if it was left operating without rock checker. Ans.- Couldn't remember 3 shifts operation and that I waited for crusher to stop before going home, and ~~Relieved crusher~~ relieved crusher sampler when I came on.

Asked if samples were dried before screening and if samples were wet. Ans.- samples were not wet and were not dried.

Asked why screens were cleaned. Ans. - To clean out rocks.

Asked if I had accepted anything from contractor or foreman. Ans:- No.

Asked if sample taken for Salem was run first before sending to Salem. Ans. - No.

Asked if I was told when to take samples by foreman. Ans. - No.

Bureau Of Public Roads Investigation of Rice Hill - N. Oakland Jct.

Terry L. Nichols
EA Checker

Project No. 5812
I-5-3 (16) 145

Question: They wanted to know what I did with the weigh tickets and what the tickets were.
Ans.: I told them I received a ticket giving weights, dates, and where the rock was from. Then I told them I made up another ticket giving the above information and where the rock was placed. I then signed the ticket and turned them into the office. Also checked the math of the scale man.
Question: If Houck gave me any kind of trouble.
Ans.: He didn't to me personnally

Question: If Houck bought or offered any dinners or cold drinks on the job.
Ans.: I told them not that I know of.

Other questions were if I worked during 1961 for the state, If I was a student before I started work, when I started and if it was my first experience at highway construction, also where I went to school and what courses I took. They wanted to know if I knew Houck before I started on the job.

Report on Investigation of Rice Hill-[illegible] Junction Section,
Bureau of Public Roads

Met Mr. Dimmer, an Engineer, and Mr. Davis, an Accountant, in Mr. Chandler's office on Monday, January 21, 1963, and talked over various matters. Out on the project at noon, looked over the site of the contaminated 3/4"-0 material. Mr. Dimmer intimated that he would recommend non-payment of not only the contaminated 3/4"-0 but also the AC over it. Mr. Dimmer also expressed dissatisfaction that the contractor didn't edge PCC even though it was expressly omitted from specs. Thinks contractor should have more pride in work. Mr. Dimmer expressed surprise that the contractor did the sawing. In Colorado and California, he said, the contractors usually sub out the concrete sawing to specialists. Even after explaining the reasons sawing was done on an EWO, Mr. Dimmer still thought that the contractor should have assumed more responsibility for the work rather than the State having an inspector telling him when to or when not to saw, etc. Mr. Dimmer was a bit confused in his mind regarding the rejects, how many produced, where piled, what happened to them. Some were actually sold by the contractor, some were used around the contractor's shops and plants, etc. I told him that Houck had estimated that they had produced about 20,000 cubic yards of rejects.

In the afternoon, we were in the office going over various things; mostly a bull session.

On Tuesday, January 22, we were in the office all day, both Davis and Dimmer. Davis going over time reports, making charts, etc. One reason given to me by Mr. Davis is to determine which men to interview. Dimmer going through diaries, lab reports, reading standard specs, special provisions, etc. During Dimmer's probing of EWO #9, saw contraction joints, he examined bills submitted

BPR, Investigation of Rice Hill-N.Oakland Junction Section (Cont.)

by Houck which I have not [illegible] of the [illegible] listed invoices. In the course of questioning, he became familiar with the fact that I believed that Houck brought in a saw that cannot be covered by invoice because he bought the thing. [illegible], covering rental of saw, in Dimmer's opinion is intent to fraud the U. S. Government. Mr. Dimmer again reiterated that he will recommend non-payment of AC over questionable 3/4"-0 material.

Wednesday, January 23, Mr. Davis and Mr. Dimmer in office again all day. Mr. Davis still reading diaries, making charts, taking notes, etc. He asked for men who were readily available, not on leave, to be in office tomorrow for interviews. Mr. Dimmer informed me that they would be asking leading questions and he said he would like to find that one of the boys had received a gratuity of some sort from Houck. He also quickly observed that from what he'd learned of the Houck Corporation, he didn't think the Houcks would ever give anything away. I told him that his hopes of finding anyone of the crew that had accepted anything from Houck was doomed to failure. Mr. Dimmer continued going over various lab reports. He doesn't think that our recent 3/4"-0 samples, taken from under the AC, have any bearing on the issue of the 3/4"-0, especially the suspected material placed September 1 to 8, 1962.

Quite a portion of these days in the office are spent in Mr. Dimmer's explaining to me how things are done in Colorado and other states as opposed to the way they are done in Oregon. His main topic of discussion is inspection and testing, and as all BPR men, it seems, thinks more control should be in the field.

Thursday, January 24, 1963. Today wasspent entirely in the office, the men on the crew being interviewed by Mr. Davis and Mr. Demmer. They indicated they would like a private interview, so used the back room of the Bridge Department's office.

Mr. Davis gave the men a preliminary explanation prior to the interview. He told them that it was optional with them if their names were to be used in the interview. He said it would be strictly in their "scratch" records. He explained that he wanted to find out from them what Houck did on this job. The men were to tell only what they actually witnessed on the job, not what someone had told them. Mr. Davis said that was hearsay and wasn't admissable. Because of the legal sounding tack he was taking, I asked Mr. Davis if he would also mention Constitutional Rights. Mr. Davis and Mr. Demmer questioned the men all day. Engineering Aides Bidwell, Nichols and Anderson; Transitman Gregory; Inspectors Williams and Bliss Secoy, retired. He also interviewed Brueling from Jackmond's crew. Brueling worked for me through 1961 on loan. Davis requested that I send to Salem for AC and PC plant inspector's diaries. I sent teletype to Pease who had them sent by bus.

At the end of the day, after interviewing the men, I asked Mr. Davis what he thought of the crew, or rather the portion of the crew that he had interviewed. He said only that he was surprised that I didn't have more grey hairs. I reminded him that four out of the six men that he had interviewed had only worked one season on construction for the State. Mr. Demmer seemed to understand the problem of green employees a bit more than Mr. Davis.

Mr. Demmer again expressed dissatisfaction at our lab reports, particular the PCC aggregate reports in that they didn't show what percentage of material passed the 200 screen, inasmuch as we have a spec in our standard specs that allows only one-half of one percent passing the 200 screen. I explained to Mr. Domner that we were actually scalping on the 3/8" screen in the making of our sand and then just screening out the other two sizes of PCC aggregate and that the only 200- material that could possibly go through would probably be a little override and some adherence to the larger sizes of aggregate. As for the laboratory leaving off the passing 200- amount on the lab report, I told him that that information would probably have to be obtained from Salem. I told him that it was my conjecture that it was probably so minute as to not warrant measuring. As Mr. Davis had stated yesterday, they did ask leading questions. One of the questions asked Pat Gregory, Transitman: "What is your opinion as to how Houck can underbid all these other contractors on so many jobs and still make money?" I believe Pat said that he couldn't answer it for various reasons, the main, of course, was how could he tell if Houck ever made any money.

RECEIVED
FEB 25 1963

FOR FILING

[illegible]

[illegible]

February 21, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 13-Supplemental, covering 3/4"-0 levelling course on shoulders on the Rice Hill-North Oakland Junction Section of the Pacific Highway in Douglas County, Contract No. 5812, in connection with Federal-Aid Project No. I-5-3(16)145.

This supplement is to cover an estimated overrun on the original order, which was approved by the BPR on October 2, 1962. The original covered the area between Stations 1237 to 1390. It was necessary to extend the shoulder levelling course to Station 1458.

The supplement has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
JAN 24 1963

FOR FILING

Salem, Oregon
January 24, 1963

Rice Hill-North Oakland Jct.
Pacific Highway, Douglas Co.
Contract No. 5812

Mr. John L. Hagedorn
Resident Highway Engineer
P. O. Box 1128
Roseburg, Oregon

This is to advise you that at its meeting on January 22, 1963, the Highway Commission approved an increase of $96,825.00 in the project authorization for the subject project.

The new authorization for construction is $1,919,082.39. This amount is to be used in all future reports.

L. H. Young
Office Engineer

DBP:bb

cc: L. R. Chandler

RECEIVED
JUL 18 1963

FOR FILING

5812

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 22, 1963

SUBJECT: Rice Hill-N. Oakland Jct. Section
Contract No. 5812
Testing Suspect 3/4"-0 Materials

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer
BUILDING

Attached hereto is a copy of a report submitted by Mr. L. W. Rulien, Assistant Division Engineer in Roseburg. This report discusses the results of testing of suspect material used on shoulder areas under asphaltic concrete pavement.

It would appear from the results of tests and indicated by the attached report that the suspect material placed between September 1 and September 8 was not substandard material and satisfied our specifications. Tests also indicate that the contaminated material placed between September 8 and 12 also satisfied our specification requirements.

It would appear therefore that although we were justified in withholding payment for the material placed between the dates of September 1 and 8 that the tests of the materials show that we should now admit that these materials were not contaminated and subject to payment. I believe no further action should be taken at this time than as stated above due to the fact that the Bureau of Public Roads' investigating team is at the present time studying this project and any additional action or recommendation would tend to confuse or embarrass their study.

Please advise if you recommend the release of the 1,621 tons placed on the project between September 1 and 8.

F D Morgan

F. D. Morgan
Construction Engineer

FDM:fp
Enc.
cc L. R. Chandler

RECEIVED
JAN 23 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 10M 8-62 43909

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Jan. 14, 1963

SUBJECT: Testing 3/4"-0 Materials
Rice Hill-North Oakland Junction Sec.,
Contract 5812

To: F. D. Morgan
Construction Engineer
Salem, Oregon

Att: J. F. Putnam

Reference is made to the 3/4"-0 materials placed on this project and, particularly, the controversy regarding the contamination of these materials with screen rejects by the contractor.

Very briefly summarized, the contractor was observed contaminating this pile on September 8, 1962, and payment for materials placed after this date will not be made. In addition, we have arbitrarily withheld payment for the materials placed from September 1 to September 8, 1962.

The Division recently undertook a minimum sampling program of this 3/4"-0 material which consisted of testing materials from samples obtained under the asphaltic concrete on the road. Two samples were taken of materials placed prior to September 1, and before any contamination would have taken place; two samples were taken of materials placed from September 1 to September 8, which is the period for which we are withholding payments; and, two samples were taken of materials placed after September 8, which is the period of known contamination, for which payment will not be made.

I attach copies of laboratory reports numbers 62568 through 625273, inclusive, which are the above mentioned samples. You will note that all samples meet our pertinent job specifications with regard to liquid limit and P.I., with the exception of sample #625268, which is slightly over the job specifications on both P.I. and liquid limits and is representative of materials placed prior to any contamination.

It is my understanding that the Bureau of Public Roads is somewhat critical of the penalties which we have invoked on the contractor for this contamination. However, I believe that the results of these laboratory

CONSTRUCTION DIVISION
JAN 15 1963

Putnam

reports bear out the fact that we excercised good judgment. We have refused to pay for materials placed after September 8, 1962, after a known, admitted, and observed contamination of the stockpile by the contractor. The contractor has not protested this withholding and, due to the fact that contamination of pile was observed, it would not have to be substantiated by laboratory reports from the materials placed on the road.

We penalized the contractor by withholding payment for the materials placed from September 1 to September 8, 1962 on the basis of suspicians. These laboratory reports indicated that, as best as can be determined, these materials are within our specifications, the contractor has protested by letter our withholding of payment for these materials on the basis of suspicians only and it now appears that our tests will not confirm that the materials were contaminated and, consequently, we should pay for them. In short, on the basis of these laboratory reports, we would be very hard put to back up any future penalties for contaminating materials and, in fact, should retreat a little on those materials placed from September 1 to September 8. Please advise.

L. W. Rulien
Asst. Division Engineer

LWR:ds
attach.

Form E 81-25M 7-62

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project	[illegible]		Project No.	[illegible]
Highway	[illegible]		County	[illegible]
Contractor	[illegible]	Contract No.	F. A. Project No.	[illegible]
Submitted by	[illegible]		Date reported	[illegible], 1963

REPORT ON SAMPLES OF COARSE AGGREGATE

Source of material

To be used
Sampled by [illegible]

Sampled at [illegible]
Date sampled [illegible] 9, 19[illegible]
Quantity represented

TEST RESULTS

Laboratory No.
Date sheet No. [illegible]

Type of material
Specification [illegible]

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	
Pan	[illegible]	[illegible]	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	
Specific gravity (Bulk [illegible])	
Unit weight, dry rodded, lbs. per cubic foot	[illegible]
Unit weight, loose, lbs. per cubic foot	
Bulking factor	[illegible]
Soundness, [illegible] test, per cent loss	
[illegible]: Natural fines	
[illegible] fractured fines	
[illegible]: Natural fines	%
[illegible] fractured fines	2 %
Liquid Limit: Natural fines	%
[illegible] fractured fines	[illegible] %
[illegible]	%
[illegible]	
[illegible] degradation: Pass No. 20	%
Height	in.

[illegible] 1963

Date Completed

RECOMMENDATIONS

Material as represented by this sample .... suitable for use.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
[illegible] Engineer
[illegible]
[illegible] Office
Division Engineer [illegible]
Resident Engineer [illegible]
Asst. Maint. Supt.
[illegible]
Geology and Soils
File

Engineer of Materials

State Printing 47[illegible]

[illegible]

Cubic foot

Natural fines

Manufactured fines

%

%

%

%

%

in.

Total 100.0

Date Sampled

REMARKS

[illegible] suitable for [illegible]

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
[illegible] Engineer
[illegible]
District Engineer
Resident Engineer
[illegible]
[illegible]
[illegible] and Sons
File

Chief of Materials

[illegible]

[illegible] [illegible] in.

[illegible]

[illegible] TION:

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
[illegible]

Laboratory Report

Project
Highway
Contractor
Submitted by

Contract No.

Profile No.
County
F. A. Project No.
Date reported

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material

Sampled at

To be used
Sampled by

Date received [illegible] 19[illegible]
Quantity represented

TEST RESULTS

Laboratory No.
Data Sheet No.

Type of material
Screen opening, Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Percent Single Sieve	Percent Accumulative	Percent Coarse Aggregate
[illegible]	[illegible]	[illegible]	[illegible]
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler
Specific gravity (Le Chatelier) [illegible]
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot [illegible]
Fineness factor
Sodium sulfate test, per cent loss
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines %
Manufactured fines 0 %
Liquid limit: Natural fines %
Manufactured fines [illegible] %
Fracture %
Sand equivalent
Oregon air degradation: Pass No. 20 %
Height in.

Date Sampled

RECOMMENDATIONS

Material as represented by the sample is suitable for use.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer
Resident Engineer
Dist. Maint. Supt.
Foreman
Geology and Soils
Files

7

Engineer of Materials

State Printing

RECEIVED
JAN 14 1963

FOR FILING

477 Cottage Street N.E.
Salem, Oregon

January 9, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-3(16)145
Rice Hill-N. Oakland Jct.
Wage Rate Compliance

Reference is made to Mr. Pease's letter of November 28, 1962 regarding wage rate compliance on subject project. Mr. Pease requested a decision on the matter referred to in the last paragraph of Mr. Putnam's letter of November 27, 1962.

This matter was referred to our Regional Office for advice. Attached is copy of Mr. Cleland's memorandum of January 7, 1963 which points out the necessity of the contractor keeping accurate records of time spent in various labor classifications and paying at least the minimum wage rate for the time spent in each work classification.

Attach.

NOTED
LLOYD P. SHAW

original To Pease
with attachment
1-14-63

FORM CD-121 (9-22-59)
[illegible] BY A.O. [illegible]

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Room 412 Mohawk Building
Portland, Oregon

TO : Mr. A. W. Parsons, Division Engineer
Salem, Oregon

DATE: January 7, 1963

FROM : W. H. Cleland, Executive Officer
08-00.56 Portland, Oregon

SUBJECT: Oregon Project I-5-3(16)145, Rice Hill-N. Oakland Jct.
Wage Rate Compliance

Your memorandum of December 18, 1962 requested comments and recommendations regarding the classification and minimum wage rate of Mr. R. Reichel, an employee of subcontractor McWaters Construction Company. Your statement is correct that the contractor must keep an accurate record of the periods of split work and insure that the employee is paid at the higher rate for periods of work performed in the higher classification. See pages 52 and 61 of the Labor Compliance Manual, Federal-Aid Construction. (Pages 32 and 41 of Labor Compliance Manual, Direct Federal Construction Contracts.)

These requirements do not provide for any variation therefrom due to short periods of time per day worked at the higher classification. If any relaxation were expressly permitted, it would be understandably easy to gain more and more leeway in this regard and it would have a tendency to defeat the purpose of the requirement.

It appears from Mr. Hagedorn's report of November 26, 1962, that part of Mr. Reichel's regular duties were to drive the truck in question in transporting employees to work. The total truckdriving time in transporting employees and on the project should be reported in the proper classification on the payroll at the proper rate and the remainder of his time at the General Laborer classification and rate.

The alleged agreement between the contractor and the union permitting an employee to drive the truck at laborer's wages does not have any bearing on the classification and wage rate requirements of the Federal labor standards.

RECEIVED
JAN 2 1963
FOR FILING

January 2, 1963

Oregon State Highway Commission

Gentlemen:

An overrun of the original project authorization on Contract 5812, the Rice Hill-North Oakland Junction grading and paving project on the Pacific Highway in Douglas County, is anticipated. This project is under contract to Roy L. Houck Sons' Corporation of Salem.

The original project authorization was $1,822,257.39. The present anticipated cost is $1,919,139.94, indicating an overrun of $96,882.55 or 5.32 per cent.

The major reason for the overrun is the addition of a three-inch lift of A.C. paving to the pavement on the southbound lanes between Metz Hill Road and North Oakland. Due to the borderline quality of the best available material in this area, it was deemed advisable to add an additional thickness of pavement to prevent possible deterioration of the pavement surface. Also contributing to the overrun are the unanticipated small slides on the project and an overrun in engineering costs by having the job held over two winter seasons.

It is, therefore, recommended that the project authorization be increased by $96,825.

This matter will be on the agenda for the January 22, 1963 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
CHB:bjh bbc

FORM E-80 50M 9-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 26, 1962

SUBJECT: Overrun of Project Authorization
Rice Hill-N. Oakland Jct. Section
Pacific Highway
Contract No. 5812

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer

OFFICE

Attached is a Report on Expected Overrun of Project Authorization on the abovenamed project, which is under contract to Roy L. Houck Sons' Corporation of Salem. The original project authorization was $1,822,257.39. The present anticipated cost is $1,919,139.94, indicating an overrun of $96,822.55, or 5.32%.

The primary reason for the overrun is the addition of A.C. paving to the southbound lanes between Metz Hill Road and North Oakland. Due to the borderline nature of the best available aggregate in this area, it was deemed advisable to add a 3" lift of pavement to prevent possible deterioration of the pavement structure. This extra A.C., plus the additional 3/4"-0 in the shoulders to raise them to match the pavement, cost an estimated $86,950. The A.C. was placed at the original bid price, but, due to a shortage of materials, the 3/4"-0 was furnished and placed under an Extra Work Order. Both orders were approved by the Bureau of Public Roads.

The job is now in its second winter shutdown. Because of this the engineering cost is expected to overrun approximately $36,000.

Also, several small slides at various locations will cost a total of about $21,000.

It is, therefore, recommended that the project authorization be increased by $96,825. A rough draft to the Commission is attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

CB:bjh
Attachment

cc: L. H. Young

RECEIVED
DEC 27 1962
OFFICE OF
STATE HIGHWAY ENGINEER

721

I-5-3(20)124 Garden Valley Road-Fairgrounds
(Roseburg) Sec.-Pacific Hwy.
#5813 Median barrier. 1960

RECEIVED
SEP 10 1962
FOR FILING
[illegible]
5813

September 7, 1962

American Surety Company
522 S. W. Fifth Avenue
Portland 4, Oregon

Attention: Mr. W. D. Lane
Claim Manager

Re: Your File No. 4030-00080
State Highway Contract No. 5813
J. C. Denton and Sons, Inc.
Garden Valley Road-Fairgrounds
Section of Pacific Highway in
Douglas County

Gentlemen:

This is in reply to your letter of September 6 concerning the status of the Concrete Conduit Company Division claim against J. C. Denton and Sons, Inc., for various material in the amount of $24,908.38 furnished on the above contract.

We have no knowledge that this claim has been paid or withdrawn.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fkn

AMERICAN SURETY COMPANY

MEMBERS OF THE TRANSAMERICA INSURANCE GROUP

PACIFIC NATIONAL INSURANCE CO.

ADMINISTRATIVE OFFICES • 100 BROADWAY, NEW YORK 5, N. Y.

PORTLAND BRANCH OFFICE
522 S. W. FIFTH AVENUE
PORTLAND 4, OREGON — TEL. CAPITOL 6-4064
R. E. MOREHEAD, MANAGER

September 6, 1962

State of Oregon
State Highway Department
Salem 10, Oregon

#5813

Re: Our File : 4030-00080
J. C. Denton and Son, Inc. -to-
Oregon State Highway Commission

Gentlemen:

On the above file, please advise if claim has been paid by Denton. Has notice, as per your letter of April 19, 1962, been withdrawn?

Thank you for your cooperation.

Very truly yours,

W. D. Lane

W. D. Lane
Claim Manager

L/R

C.C. please reply

RECEIVED
SEP - 7 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 23 1962
FOR FILING

April 19, 1962

Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol Building
Salem 10, Oregon

Attention: Mr. George C. Stephens

Dear Sir:

Attached is a notice of claim and invoices for filing in the amount of $24,908.38 received from Concrete Conduit Company, Division of American-Marietta Company for materials furnished to J. C. Denton and Sons, Inc.

This appears to be in connection with State Highway Contract No. 5613 with J. C. Denton and Sons, Inc. for metal median barrier on the Roseburg Garden Valley Road-Fairgrounds Section project on the Pacific Highway in Douglas County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

CWH:fkn

NOTED ON CARD
ac

FORM E-129-X 80M 6-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 19, 1962

Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol Building
Salem 10, Oregon

Attention: Mr. George C. Stephens

Dear Sir:

Attached is a notice of claim and invoices for filing in the amount of $24,908.38 received from Concrete Conduit Company, Division of American-Marietta Company for materials furnished to J. C. Denton and Sons, Inc.

This appears to be in connection with State Highway Contract No. 5813 with J. C. Denton and Sons, Inc. for metal median barrier on the Roseburg Garden Valley Road-Fairgrounds Section project on the Pacific Highway in Douglas County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

CWH:fkn

NOTED ON CARD
dl

File # 3944

FILED
APR 20 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
APR 20 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
APR 23 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

April 19, 1962

American Surety Company of New York
600 Yeon Building
Portland 4, Oregon

Attention: David A. Lewis
Assistant Manager

Gentlemen:

A notice of claim dated April 16, 1962, has been received from Concrete Conduit Company Division of American-Marietta Company stating that J. C. Denton and Sons, Inc., owe them $24,908.38 for various materials.

This appears to be in connection with State Highway Contract No. 5813 with J. C. Denton and Sons, Inc., for metal median barrier on the Roseburg Garden Valley Road-Fairgrounds Section project on the Pacific Highway in Douglas County.

This claim has been forwarded to the Secretary of State for filing. Attached is a copy of this claim.

This information is provided as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fkn
Encl.
cc: Bourland Insurance Agency
1980 Fairgrounds Road
Salem, Oregon

J. C. Denton and Sons, Inc.
505 Park Building
Portland 5, Oregon

Commissioners

Mr. Forrest Cooper

NOTED ON CARD
dc

April 19, 1962

Concrete Conduit Company
Division of American-Marietta Company
3841 N. Columbia Boulevard
Portland, Oregon

Gentlemen:

This is to acknowledge receipt of your notice of claim and attached invoices in the amount of $24,908.38 for materials furnished to J. C. Denton and Sons, Inc.

Your claim states this is in reference with State Highway Contract No. 5813 with J. C. Denton and Sons, Inc., for metal median barrier on the Roseburg Garden Valley Road - FairgroundsSection project on Pacific Highway in Douglas County.

So that there will be no misinterpretation of the law, we are forwarding your claim to the Secretary of State for filing. In the interim, this information will be noted in our records, and we will advise the surety and the contractor that it has been received.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fkn

NOTED ON CARD
DC

NOTICE OF CLAIM

TO: C. H. Maison, Auditor of the State of Oregon Highway Commission
State Highway Building
Salem, Oregon

Notice is hereby given that Concrete Conduit Division of Martin Marietta Corporation, formerly Concrete Conduit Company Division of American-Marietta Company has a claim for materials, namely:

various materials per enclosed copies
of invoices and statement,

furnished by it to J. C. Denton & Sons Inc., prime contractor, said claim being in the sum of Twenty Four Thousand Nine hundred Eight dollars and Thirty Eight cents ($24,908.38) for the Garden Valley Road, Fairgrounds Section Pacific Highway, Roseburg, Ore. Douglas County Job # 5813.

The above materials were furnished to the said J. C. Denton & Sons Inc. for the above described work and the above sum is due and unpaid.

Dated this 16th day of April, 1962.

CONCRETE CONDUIT COMPANY
CONSTRUCTION MATERIALS DIVISION
MARTIN MARIETTA CORPORATION

By Ray Jaun Sr.

RECEIVED
APR 17 1962
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
C. H. Maison, Auditor

RECEIVED
MAR 14 1962
FOR FILING

5813

March 9, 1962

Garden Valley Road-Fairgrounds
Contract No. 5813

FINAL COST ANALYSIS

Metal Median Barrier
Contractor: J.C. Denton & Sons, Inc.
Resident Engineer: J.R. Hagedorn

Pacific Highway
Prefix No. 610-1073

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Removal of Traffic Markers	100%	All	500.00		250.00	500.00
Salvaging Median Fence	60.71	Rod	8.00	4.94	299.76	485.68
Metal Guard Rail	400	Lin. Ft.	2.50	2.07	828.46	1,000.00
Metal Median Barrier	12,523	Lin. Ft.	3.42	3.45	43,235.45	42,828.66
Extra for Post on Bridge	58	Each	50.00	37.34	2,165.99	2,900.00
Extra for Posts on Overcrossing	28	Each	50.00	20.10	562.84	1,400.00
Concrete End Pieces	2	Each	200.00	200.00	400.00	400.00
Vertical Alternate Flashing Beacon	100%	All	1,140.00		1,183.92	1,140.00
EW#2 Temporary Signing					167.71	172.10
EW#3 Excavation					49.38	57.62
					$49,143.51	$50,884.06

Gross Revenue	$ 50,884.06
Total Cost	49,143.51
Net Profit	$ 1,740.55

Net Profit equals 3.4% of Gross Revenue

DETAIL OF COSTS - Contract No. 5813

Labor:				
Labor			$ 5,257.04	
Labor Insurance			482.31	
Health, Welfare and Pension			213.00	$ 5,952.35
Materials:				
Guard Rail	25,446 Lin. Ft.	@ $1.12	28,499.52	
Steel Posts	86 Each	@ $17.50	1,505.00	
Wood Posts	1,129 Each	@ $2.93	3,307.97	
Paint	100 Gal.	@ $3.00	300.00	
Materials used on Force Account (per invoice)			100.99	33,713.48
Equipment Rental and Miscellaneous Supplies:				
Equipment Rental			3,950.56	
Gas, Oil and Grease			1,764.16	
Bond			394.59	
P.L. and P.D. Insurance			105.14	
P.U.C.			49.80	
Move In			241.07	
Small Tools and Miscellaneous Supplies			194.72	
Home Office and General Overhead			297.62	6,997.66
Subcontractors or Hired Work Done:				
Painting			520.00	
Trowbridge Electric			1,183.92	
UMPCO, Concrete			400.00	
Roseburg Paving			376.10	2,480.02
			TOTAL COST	$ 49,143.51

Remarks - Contract No. 5813

This was a "Federal Aid Interstate Project" calling for the construction of 2.41 miles of metal median barrier on the Garden Valley Road-Fairgrounds Section of the Pacific Highway in Douglas County. The project was bid December 9th, awarded December 12, 1960. Work started January 4th and was completed September 8, 1961.

The contractor moved in three men and equipment which consisted of one truck mounted auger, one truck mounted posthole type pile driver, one 210 compressor and 80 lb. jackhammer, one 1-1/2 ton flatbed and one 3/4 ton truck on January 4th and started installing posts on the north end of the project. The contractor started drilling the bridge deck with a jackhammer but this was stopped as the breakout on the bottom was too great. He then drilled part way with the jackhammer and completed the hole with a masonry drill.

The contractor completed the installation of the median barrier on March 28th, but in the drilling of the holes in the asphaltic concrete the pavement heaved, so the contractor decided to wait for hot weather to warm the asphalt enough so it would pack down better without breaking.

Roseburg Paving was hired to repair and replace the asphalt. They also did the removal of traffic markers. The contract was completed September 8, 1961.

The contractor shows a small loss on the median barrier but shows a profit on the total contract.

M. N. Juve
Chief Cost Analyst

By

C. E. Layton

RECEIVED
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

5813

15

File

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 10, 1962

Mr. Earl D. Bourland
Bourland Insurance Agency
1980 Fairgrounds Road N. E.
Salem, Oregon

Dear Mr. Bourland:

Our claim against your insured J. C. Denton and Sons, Inc. on the Garden Valley Road-Fairgrounds Section of the Pacific Highway, Contract No. 5813, has been satisfied in full.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

NOTED
R. L. PORTER

FBK:fp

cc R. L. Porter ✓

RECEIVED
JAN 11 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Bourland Insurance Agency
1980 FAIRGROUNDS ROAD N. E. SALEM, OREGON
PHONE JUstice 1 2551

Dec. 29, 1961

REFERRED TO
State Hwy Engr.
BY SECRETARY

Oregon State Highway Department
Salem, Oregon

Gentlemen:

As of last March, our insured, J. C. Denton & Sons, Inc., Portland, Oregon, was driving holes for barrier posts along center of highway, near Roseburg, Oregon. A portion of the highway was damaged and your engineer, John Hagedorn, requested that the highway be repaired by our insured.

We are in the process of closing our file on this claim and we wish to know if your claim has been satisfied in full. May we have your reply at an early date? Thanking you, we are

Very truly yours,

Bourland Insurance Agency
By: Earl D Bourland
Earl D. Bourland

AS

Paxson

RECEIVED
JAN 2 1962
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
Mr Porter
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
STATE HIGHWAY ENGINEER

RECEIVED
OCT 23 1961
FOR FILING

5913

October 23, 1961

American Surety Co.,
600 Yeon Bldg.,
Portland 4
Oregon

Gentlemen:

State Highway contract #5813 for a metal median barrier on the Garden Valley Road-Fairgrounds Section (Roseburg) of Pacific Highway in Douglas County was completed by the contractor, J. C. Denton & Sons, Inc., on September 8, 1961, and was formally accepted by the Highway Commission on October 10, 1961.

Final payment in the amount of $1,577.25 will be released to the contractor on or after October 30, 1961. The total contract amount is $50,884.06, of which amount $229.72 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: J. C. Denton & Sons, Inc.,
505 Park Bldg.,
Portland 5
Oregon

RECEIVED
SEP 21 1961
FOR FILING

5813

September 20, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 8, 1961, on Contract No. 5813, Garden Valley Road-Fairgrounds (Roseburg) Section, in Douglas County, in connection with Federal Aid Project No. I-5-3(20)124.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

cc: H. S. Cox

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 16, 1961

Section Garden Valley Rd.-Fairgrounds
Kind of work Metal Median Barrier
Highway Pacific County Douglas
Section prefix 610-1073
Contractor J.C. Denton & Son's Inc.
Contract number 5813
Date of contract Dec. 12, 1960
Specified work days 60
Date work started Jan. 4, 1961
Work days used 58
Project authorization $60,932.96
Exclusive of engineering $56,599.29
Per cent of time elapsed 97 %
Estimated cost of completed project, exclusive of engineering $51,030.00
Estimated per cent XXXXXXr underrun 8.8 %
Per cent of contract completed, based on estimated cost 100 %
Engineering authorization $4,332.96
Engineering cost to date $2,550.00, 59 %
Date project was completed Sept. 8, 1961

ESTIMATED PER CENT COMPLETE

Guard Rail XXXXXX	Median Barr. XXXXXX	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100					

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Project was given final inspection on Monday by L. R. Chandler and is considered completed as of Friday, Sept. 8, 1961.

NOTED

NOTED

CONSTRUCTION DIVISION
RECEIVED
SEP 18 1961
NOTED-- CE ACE ACE OOE

Signed

Address John R. Hagedorn, Roseburg

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

Med. Barr. G. Rail

	~~GRADING~~	~~SURFACING~~	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.41	0.04			
Miles partially completed	0	0			
Miles completed	2.41	0.04			
Total estimated quantities (contract)	13,000	440			
Total quantities corrected to date	12,567	400			
Estimated quantities moved or placed to date	12,567	400			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Showers		
Friday	Cloudy		
Saturday			

RECEIVED
MAY 2 1961

FOR FILING

I-5-3(20)124

4813

Salem, Oregon
May 2, 1961

Reduction of retained
percentage

Mr. C. H. Maison
Auditor
OFFICE

This is to authorize the reduction of the retained percentage to 3% of contract amount on Contract 5813, Garden Valley Road-Fairgrounds Section in Douglas County, by approval of the Deputy State Highway Engineer.

R. L. Porter
Office Engineer

CRN:sw

[illegible] 5813 2-20-61

RECEIVED
MAR 2 1961
FOR FILING
2-28

Monthly Transaction No.	For -2 (9-1 7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
Project Report No. 6 I-5-3(20)124 5913	**FEDERAL-AID PROJECT AGREEMENT**	County Douglas Project No. I-5-3(20)124

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

US 99, 0.6 mi. N. Roseburg to Fairgrounds Rd.
(Garden Valley Rd. - Fairgrounds Rd. Section)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	11-17-60	2.4
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 59,578	Federal funds $ 54,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ______________________
State Highway Engineer
(title)

By ______________________
____
(title)

By ______________________
____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX C. G. Polk
Division Engineer

By:
R. C. Wright
Administrative Manager

Date executed by
Division Engineer **February 20, 1961**

USComm-DC 40257

December 21, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Garden Valley Road-Fairgrounds (Roseburg) Section, Project No. I-5-3(20)124.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

Oregon State Highway Department

Federal Aid
Project No. I-5-3(20)124

GARDEN VALLEY ROAD-FAIRGROUNDS (ROSEBURG) SECTION
OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 21, 1960

Type Code X007
Metal Median Barrier (Sta. 2496+00 to Sta. 2623+90)
(Contract 5813)

Removal of Traffic Markers	All	Required		$ 500.00
Salvaging Median Fence	64	rod	$ 8.00	512.00
Metal Guard Rail	440	lin. ft.	2.50	1,100.00
Metal Median Barrier	13,000	lin. ft.	3.42	44,460.00
Extra for Posts on Bridge	60	only	50.00	3,000.00
Extra for Posts on Overcrossing	30	only	50.00	1,500.00
Concrete End Pieces	2	only	200.00	400.00
Vertical Alternate Flashing Beacons	All	Required		1,140.00
				$52,612.00
Flagging (57½% of Contractor's Cost)	All	Required		$ 1,500.00
Signing (Temporary)				50.00
	Subtotal			$54,162.00
	10% Engr. & Cont.			5,416.00
		Total		$59,578.00

Length of Project - - - - - - - 2.412 Miles
Cost of Project Per Mile- - - - $24,700.66

Federal Funds -	$54,000.00
State Funds -	5,578.00
	$59,578.00

State Funds For Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds For Maint: Chap. 529, laws 1939.

Federal Aid
Oregon State Highway Department Project No. I-5-3(20)124

GARDEN VALLEY ROAD-FAIRGROUNDS (ROSEBURG) SECTION
OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 10, 1960

Type Code Y007
Metal Median Barrier (Sta. 2496+00 to Sta. 2623+90)

Removal of Traffic Markers	All	Required	$	$ 1,500.00
Salvaging Median Fence	64	rod	17.50	1,120.00
Metal Guard Rail	440	lin.ft.	2.75	1,210.00
Metal Median Barrier	13,000	lin.ft.	4.50	58,500.00
Extra for Posts on Bridge	60	only	40.00	2,400.00
Extra for Posts on Overcrossing	30	only	20.00	600.00
Concrete End Pieces	2	only	50.00	100.00
Vertical Alternate Flashing Beacons	All	Required		1,800.00
				$ 67,230.00
Flagging (57½% of Contractor's Cost)	All	Required		$ 1,500.00
	Subtotal			$ 68,730.00
	10% Engr. & Cont.			6,873.00
		Total		$ 75,603.00

Length of Project - - - - - - - 2.412 Miles
Cost of Project Per Mile- - - - $31,344.52

Federal Funds -	$ 69,000.00
State Funds -	6,603.00
	$ 75,603.00

Oregon State Highway Department

Federal Aid
Project No. I-5-3(20)124

GARDEN VALLEY ROAD-FAIRGROUNDS (ROSEBURG) SECTION

OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 21, 1960

Type Code Y007
Metal Median Barrier (Sta. 2496+00 to Sta. 2623+90)

Removal of Traffic Markers	All Required		$ 1,500.00
Salvaging Median Fence	64 rods	$17.50	1,120.00
Metal Guard Rail	440 lin.ft.	2.75	1,210.00
Metal Median Barrier	13,000 lin.ft.	4.50	58,500.00
Extra For Posts on Bridge	60 only	40.00	2,400.00
Extra For Posts on Overcrossing	30 only	20.00	600.00
Concrete End Pieces	2 only	50.00	100.00
Vertical Alternate Flashing Beacons	All Required		1,800.00
			$67,230.00
Flagging (57½% of Contractor's Cost)	All Required		1,500.00
Signing (Temporary)			50.00
	Subtotal		$68,780.00
	10% Engr. & Cont.		6,878.00
	Total		$75,658.00

Length of Project - - - - - - - - - - - 2.412 Miles
Cost of Project Per Mile - - - - - - - $31,367.33

Federal Funds - $69,000.00
State Funds - 6,658.00

$75,658.00

RECEIVED
JAN 11 1961
FOR FILING
I-5-3(20)
5813

January 11, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Garden Valley Road-Fairgrounds (Roseburg) Section of the Pacific Highway in Douglas County, Contract No. 5813, in connection with Federal Aid Project No. I-5-3(20)124.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enclosure
DBP:er

RECEIVED
JAN 11 1961
FOR FILING
1-5-3(20)124
5813

January 10, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on January 4, 1961, on Contract No. 5813, Garden Valled Rd.-Fairgrounds (Roseburg) Section, in Douglas County, in connection with Federal Aid Project No. I-5-3(20)124.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

RECEIVED
JAN - 6 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

1-4-3 (20) 124
5813

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

January 6, 1961

J. C. Denton & Sons, Inc.,
505 Park Bldg.,
Portland 5
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> **Contract #5813, awarded December 12, 1960, for metal median barrier on the Garden Valley Road-Fairgrounds (Roseburg) Section of Pacific Highway in Douglas County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

RECEIVED
FOR FILING
T-F [illegible]
5812

January 5, 1961

Oregon State Highway Commission

Gentlemen:

Effective 8 a.m., January 2, 1961, permission was granted for the signing of a construction speed zone on the Garden Valley Road-Fairgrounds Section of the Pacific Highway in Douglas County.

Your concurrence is requested in the establishment of a 35-mile-per-hour construction speed zone on the Garden Valley Road-Fairgrounds Section of the Pacific Highway, No. 1, between M.P. 193.0 and M.P. 193.5 in Douglas County.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

Original signed
Forrest Cooper
W. C. Williams
State Highway Engineer

VPJ:pk me

cc G. S. Paxson
F. B. Crandall

RECEIVED

FORM E-30 50M 7-60 20355

[illegible]

5813

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 5, 1961

SUBJECT: Construction Speed Zone
Garden Valley Road-Fairgrounds Section
Pacific Highway
US99 - Hwy. No. 1 - M.P. 193.0 to
M.P. 195.5

To:
Floyd Query
Secretary
OFFICE

On December 28, this office sent a suggested draft to Mr. Paxson for a letter to the State Highway Commission in regard to establishment of a construction speed zone between M.P. 193.0 and M.P. 193.5 on the Garden Valley Road-Fairgrounds Section of the Pacific Highway, No. 1, in Douglas County.

We are now advised that the request from the Division Office was in error and that the speed zone is needed on that section between M.P. 193.0 and M.P. 195.5

Will you please adjust the records to this effect.

F B Crandall
F. B. Crandall
Traffic Engineer

VPJ:pk

NOTED
FLOYD QUERY

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED

1-4-3 (20)124

5813

December 30, 1960

Mr. Lee Bown
Deputy Superintendent
Department of State Police
107 Public Service Building
Salem, Oregon

Dear Mr. Bown:

Effective 8:00 A.M. January 2, permission was granted for the establishment of a 35 MPH construction speed zone on the Garden Valley Road-Fairgrounds Section of the Pacific Highway between M.P. 193.0 and M.P. 193.5.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By
For F. B. Crandall
Traffic Engineer

pk
bc: G. S. Paxson 1
Floyd Query 2

G. S. PAXSON

RECEIVED
[illegible]

RECEIVED
[illegible] 1960
[illegible]

408 State Highway Building
Salem, Oregon

December 12, 1960

I 5 3 (20) 124

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

5813

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project I-5-3(20)124

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project I-5-3(20)124, Garden Valley Road-Fairgrounds (Roseburg) Section of the Pacific Highway (Median barrier), we hereby concur, as of this date, in award of Contract No., 5813 to J. C. Denton & Sons, of Portland, Oregon, low bidder in the amount of $52,612.00 at the December 9, 1960 bid opening.

Porter

FORM CD-121
(9-17-59)

RECEIVED

FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

1-5-3(20)12

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

413

DATE: December 6, 1960

By: DMEmrich
D. M. Emrich
Acting Division Engineer

FROM : C. G. Polk, Division Engineer
08-35.4-DB Salem, Oregon

SUBJECT: Oregon Project I-5-3(20)124
Garden Valley Road-Fairgrounds (Roseburg)
Median Barrier Installation

Our letter of November 17, 1960 indicated approval of P. S. and E. for the above project and authorized your advertising for bids.

It has come to our attention that the P. S. and E. documents contain no explanation as to the temporary nature of the proposed vertical alternate flashing beacons in the vicinity of the two end barriers. It appears, however, that the ends of the project are at points of transition between existing 4-lane and 2-lane construction and that the facility will eventually be constructed to four lanes throughout.

Therefore, our approval is given subject to the condition that the flashing beacons will be removed when adjoining sections are widened to four lanes and to the further condition that the removal will be without Federal participation.

Porter

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DEC - 6 1960
OFFICE OF
STATE HIGHWAY ENGINEER

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1960
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I-5-3(20)12
5713

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

November 17, 1960

C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

Oregon Project I-5-3(20)124

We have today approved the P. S. and E. documents for Oregon Project I-5-3(20)124, Garden Valley Road-Fairgrounds (Roseburg) Section of Pacific Highway, median barrier.

This is to authorize your advertising for bids.

Porter

NOTED

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COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

-5-3 (20) 12

5813

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 16, 1960

C
O
P
Y

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Right of Way Status
Proposed Bid Opening
December 9, 1960

Dear Sir:

All rights of way have been acquired for the following projects which are scheduled for December 9 bid opening:

Garden Valley Road-Fairgrounds Section

Rninehart-Elgin Section.

Very truly yours,

WALTER T. WRIGHT
Right of Way Engineer

WTW:zg

cc Mr. Forrest Cooper
Mr. L. I. Lindas
Mr. R. L. Porter

US-349(1) Douglas Ave.-South City Limits
(Roseburg) Sec.-Oakland-Shady Hwy.
#5814 Grading and paving. . 1960

C&A
2216
9-27-61

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FOR FILE

5814

477 Cottage Street N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer October 22, 1962
Salem, Oregon

A. W. Parsons, Division Engineer By: L. R. Backlund
Salem, Oregon Admin. Manager

Oregon Project US-349(1)
Douglas Ave.-South City Limits (Roseburg)
Voucher No. 8 - Final
Net amount claimed $8,208.00

The subject voucher has been approved in the reduced amount of $6,448.00. Deduction has been made in accordance with the attached Schedules of Exceptions Nos. 1 and 2.

Total amount of deduction	$ 2,753.07
Federal-aid pro-rata	63.93%
Net deduction in even dollars	$ 1,760.00

In the event you disagree with the deductions made, it will be necessary to present a reclaim in accordance with Instructional Memorandum 4-1-61.

Attach.

original To Young
with attachments
10-24-62

NOTED
[illegible]

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FOR FILING

4 714

October 11, 1962

Mr. Robert Angell
P. O. Box 288
Eastside, Oregon

Dear Mr. Angell:

Enclosed is an invoice in the amount of $90.00 for overpayment to you on Contract No. 5814.

A close recheck of the final estimate and engineer's construction notes has determined that the catch inlet shown on the final estimate at Station 1540+95 was eliminated. The substitute inlet was poured in place at Station 1540+54 under Price Agreement No. 3, for which you were paid $206.00.

We regret the error. We will appreciate your remittance as soon as possible so we can clear this contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
OCT 9 1962
FOR FILING

[illegible]

[illegible]

Salem, Oregon
October 3, 1962

Attached news release
picture

Mr. Forrest Cooper
State Highway Engineer
O f f i c e

Checking with Division 3, I find that the attached news release picture showed the final work being done on Pine Street to enable it to handle the heavy traffic.

Prior to the opening of the one-way couplet, Pine Street looked to be in excellent condition. Unfortunately, as with the gal you never see without make-up, what was underneath was not so desirable.

Mr. Putnam assures me that it is their belief that they have now built this street up adequately to handle the heavy truck traffic.

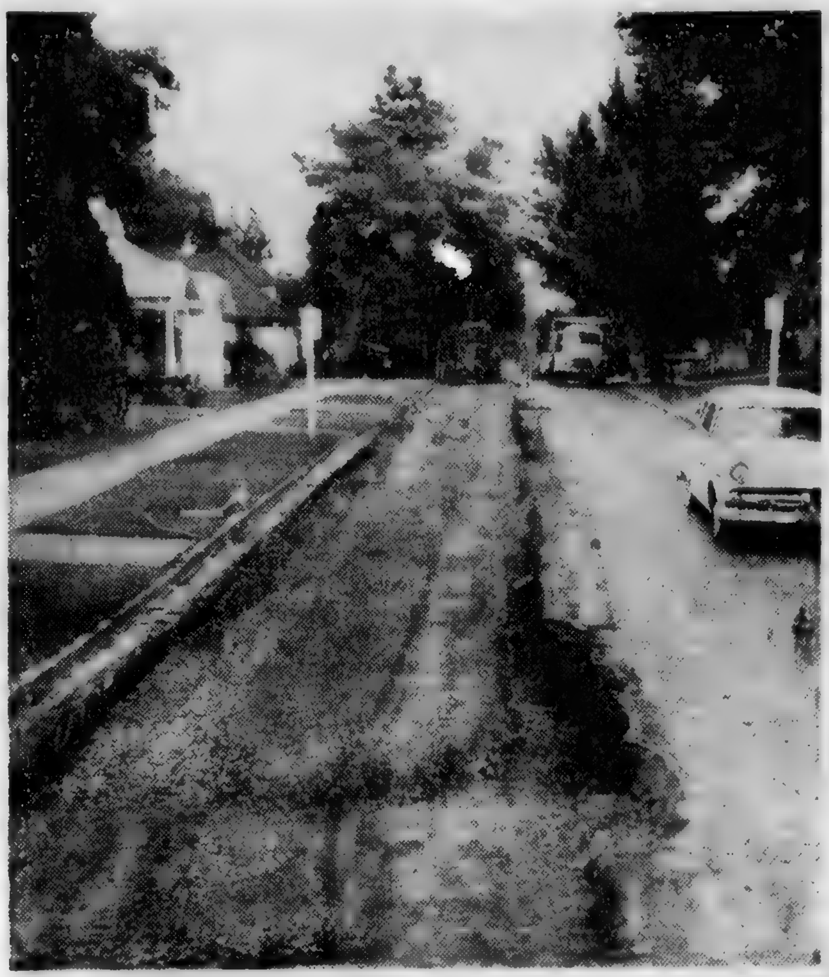
Victor D. Wolfe
Administrative Assistant

VDW:me
Attachment

cc G. S. Paxson

Roseburg News Review
9/22/6

Business News



NEW ROAD BED — SE Pine St. was not built originally to withstand the heavy traffic it is now getting as a part of the highway traffic couplet through the city. State Highway crews, as shown above, are tearing up the west lane, where the pavement has been shifting badly. A new road bed will be placed adequate to stand up under the traffic load. Then it will be resurfaced with blacktopping. (Chris' Studio).

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1962
FOR FILE

FORM CD-121
(9-22-59)

UNITED ST[illegible]ES [illegible]VERNMENT
Memorandum

[illegible]ARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

DATE: September 10, 1962

TO : Forrest Cooper, State Highway Engineer
Salem, Oregon

5R 14

FROM : A. W. Parsons, Division Engineer
08-35.2DB Salem, Oregon

SUBJECT: Oregon Project US-349(1), Douglas Ave.-S. City Limits (Roseburg) Section

Mr. Edwards' August 27, 1962 letter requested approval for a change in the traffic control measures contained in the State-City supplemental agreement dated September 15, 1961 in accordance with additional provision No. 8 of the project agreement modification dated May 25, 1961.

We concur in the city of Roseburg's plan to widen Pine Street six feet on the westerly side for one block, between Lane and Mosher Streets, to permit parking on the westerly of Pine Street within this one block.

Effective date of this concurrence is September 7, 1962.

9-13-62

RECEIVED
SEP 10 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
DEC 20 1961
FOR FILING

5814

December 19, 1961

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5814 for grading-paving the Douglas Ave.-South City Limits Section (Roseburg) of the Oakland-Shady Secondary Highway (southbound) in Douglas County was completed by the contractor, Robert Angell, on September 21, 1961, and was formally accepted by the Highway Commission on December 8, 1961.

Final payment in the amount of $2,552.54 will be released to the contractor on or after December 26, 1961. The total contract amount is $75,015.74, of which amount $189.30 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Mr. Robert Angell
P. O. Box 288
Eastside
Oregon

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V 15 1961
FOR FILING

FORM E-30X—50M—9-61—20082

5814

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 13, 1961

SUBJECT: Traffic Difficulties
Stephens-Pine Couplet
Roseburg

To: MEMO TO FILE

On Friday, November 3, I contacted Mr. H. J. Warburton, City Manager, Roseburg, in regard to the proposed access to a gravel bar at the westerly end of the Washington Avenue Bridge. During our conversation, he handed me a resolution establishing Washington Avenue between Stephens and Pine Streets as a one-way street westbound. He stated that this was the only portion of the recommendations contained in our letter of October 23 concerning alleviation of traffic conditions on the Stephens-Pine Couplet that had been approved by the Council. He further stated that he believed our other suggestions had a great deal of merit but that he did not believe that it was well to push the Council at this time. He will bring them up again sometime in the future.

Val Johnson
Traffic Control Engineer

VPJ:pk

RECEIVED
V 1 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 11, 1961

Section Douglas Ave. - S. City Limits

Kind of work Grading & Paving

Highway Oakland-Shady County Douglas

Section prefix 110-1071

Contractor Robert Angell

Contract number 5814

Date of contract Dec. 12, 1960

Specified work days 80

Date work started Jan. 4, 1961

Work days used 88

Project authorization $96,436.11

Exclusive of engineering $89,578.43

Per cent of time elapsed 110 %

Estimated cost of completed project, exclusive of engineering $87,907.69

Estimated per cent ~~overrun~~ or underrun 8.95 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $6,857.68

Engineering cost to date $10,102.79, 147.32 %

Date project was completed Sept. 21, 1961, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	---	100	100	---

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The Semi-Final for this project was submitted on Friday of this week.

NOTED

RECEIVED

Signed

Address John R. Hagedorn, Roseburg

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.32	0.32		0.25	0.32
Miles partially completed					
Miles completed	0.32	0.32		0.25	0.32
Total estimated quantities (contract)	16,000	4,500		10 ton 50 cy	1,723
Total quantities corrected to date	12,870	3,908		10 ton 36 cy	1,723
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair & Cold		
Tuesday	Fogg & Cold		
Wednesday	Cloudy		
Thursday	Cloudy		
Friday	Showers		
Saturday			

RECEIVED
OCT 24 1961
FOR FILING

3414

October 23, 1961

Mr. M. J. Warburton
City Manager
City Hall
Roseburg, Oregon

Dear Mr. Warburton:

On September 11, you wrote to Mr. Frank Morgan, Division Engineer, in regard to certain proposed changes in traffic operation brought about as a result of the establishment of the Pine-Stephens one-way couplet in the city of Roseburg. On October 13, Mr. Val Johnson, Traffic Control Engineer, contacted you and Mr. John Truett, Chief of Police, and discussed this matter.

The first suggestion was that Oak Street be made one-way eastbound between Pine and Stephens Streets. As was explained, this would result in a rather circuitous route for that traffic which is northbound on Stephens Street and wishes to cross the Oak Street Bridge. It is believed that this action should be postponed, if possible, until the new Washington Avenue Bridge is opened to traffic and at least until other measures for relief of congestion in this section have been given a trial. It is recommended that the left-turn movement from east to south be prohibited at this intersection. If you will furnish us with a copy of the ordinance prohibiting this left turn, we will care for the necessary changes in signing.

The second suggestion was that Washington Avenue be made one-way in the short section between Stephens and Pine Streets. It is believed that such a change is in order, and, if the City Council will enact an ordinance making this section one-way and a copy is submitted to this office, we will care for the necessary sign installations and pavement markings. Making this section one-way should relieve congestion at this point and better care for the signal at the intersection of Stephens and Washington Streets.

The third suggestion was that Sheridan Street be made one-way between Oak and Cass Streets. It is understood that this change has been put into effect and it is believed that such a change was in order.

The fourth point had to do with the difficulty of eastbound traffic on Oak Street stopping on the railroad tracks when stopped by the signal at the Pine Street intersection. This is a condition which exists at many locations where a traffic signal or a "STOP" sign is in close proximity to a railroad. The only suggestion that we have to offer is that the City install a sign "DO NOT STOP ON TRACKS."

The fifth point concerned the conversion of Mill Street to a two-way street and the restriction of parking on one side. It is believed that this suggestion is in order.

The sixth item concerned the possible need for installation of traffic signals at the intersection of Stephens and Douglas Streets. As was explained, this could create certain difficulties concerning the movement of traffic on Stephens Street between Diamond Lake Boulevard and Douglas Street. We will give this matter further study, including traffic counts, and at such time as the study is completed we will communicate with you further.

The seventh item concerns the suggestion that Stephens Street be made a four-lane street between Diamond Lake Boulevard and the beginning of the one-way couplet. This would greatly facilitate the movement of traffic in this section and would necessitate prohibition of parking on both sides of Stephens Street. If the City Council will enact an ordinance covering the parking prohibition, and if a copy of the ordinance is submitted to this office, we will care for the necessary installation of signs.

It is believed that the above measures will result in material improvement of traffic conditions in this section of Roseburg.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. F. B. Crandall
Mr. Tom Edwards
Mr. Frank Morgan

VPJ:pk:er

CITY OF ROSEBURG

Roseburg, Oregon

September 11, 1961

Oregon State Highway Department
1523 S. E. Cobb Street
Roseburg, Oregon

Attention: Mr. Frank Morgan, Division Engineer

Dear Mr. Morgan:

This is to call your attention to the City's observations on the Pine-Stephens Couplet after its opening Friday, September 8, 1961, and to inform the Highway Department of actions the City is planning to take in connection with said couplet. These observations are itemized as follows:

1. It is observed that the west-bound traffic on S. E. Oak between Stephens and Pine desiring to make a left turn at Pine is causing east-bound traffic on Oak delays in proceeding East into town through the Pine Street signalized intersection. In approximately one year the Washington Avenue bridge will be in operation and Washington will be a one-way westbound while Oak will be a one-way east-bound. While we realize that some problems will be created, we feel that making Oak Street between Pine and Stephens a one-way east-bound would facilitate the movement of more traffic in an easterly direction across Pine Street during the green light period and would also give south-bound traffic on Pine a better chance to make a left turn at Oak holding to the north lane, thence on into town. This would necessitate traffic coming from town desiring to go to the west side to either take Washington or Pine or go north on Stephens to Washington, thence to Pine. Once on Pine, they could make a right turn at Oak which would not interfere with the Oak Street traffic. The only problem we can forsee would be at Washington and Pine. However, with the recommendation suggested in Paragraph 2 below, we feel this would be the lesser of two problems, while educating the public to use the traffic pattern which will be in effect in another year.

2. S. E. Washington Avenue is two-lane one-way from Kane to Stephens and two-way from Stephens west. All west-bound traffic on Washington crossing Stephens must funnel to one lane and in addition thereto, north-bound traffic on Stephens desiring to go west on Washington must funnel into the same lane. We feel after observation, that the short portion of Washington between Stephens and Pine could better facilitate the flow of traffic if it were two-lane one-way west-bound. There is room for storage of approximately five cars between Pine and Stephens on Washington before traffic is backed up to Stephens. By making Washington one-way, twice this number of cars could be stored between Pine and Stephens. With this plan, east-bound traffic on Washington would be required to turn South on Pine around the point of the curb intersection. As the State is aware, this is very undesirable. Therefore, on the basis of the foregoing, we would recommend that the section of Washington between Stephens and Spruce be made two-lane one-way west-bound.

3. North-bound traffic on Sheridan wishing to enter Oak is experiencing much difficulty due to the backup on Oak from the signal at Pine. The City, therefore, proposes to make Sheridan a one-way two-lane south-bound between Oak and Cass.

4. Another problem which has arisen is one for which we can see no solution. Therefore, your comments and suggestions would be appreciated. This problem deals with east-bound traffic on Oak backing across the railroad tracks due to the signal on Pine. During many portions of the day we find cars stopped completely on the railroad tracks with no way of escape in case of emergency. This, of course, is not a desirable situation. However, it was not wholly unanticipated. If, through signing or some other procedure, east-bound cars on Oak were not allowed to proceed across the tracks until they could clear the tracks, this problem would be helped. However, bringing this about seems to be most difficult.

5. The creating of the Pine-Stephens Couplet we feel will necessitate the return of Mill Street to a two-way street by restricting parking on one side. It is our feeling that a one-way street immediately adjacent to a couplet without another couplet street presents difficulty in traffic movement. Therefore, the City will proceed with returning Mill Street to two-way.

6. An item which has long existed, but which will probably worsen with the opening of the pine-Stephens Couplet is that of moving east and west-bound traffic from Douglas on to Stephens. It appears that the ultimate answer to this problem is another traffic signal at the intersection of Douglas and Stephens. Of course, we realize that if this signal were installed, the State in order to facilitate the movement of traffic on Stephens, would restrict all left hand turns. This then would prohibit south-bound traffic on Stephens Street from entering the City Center via Douglas. However, it would facilitate greatly the moving of traffic out of town on to Stephens during the evening rush hours. We would appreciate the State giving this item their consideration.

7. We feel that Stephens Street from the north tip of the new island now under construction to Diamond Lake Boulevard is sufficient in width to handle four lanes of traffic providing parking is restricted from both sides and further that four lanes would greatly facilitate both north and south-bound traffic on Stephens, as well as relieving peak traffic load periods. We are considering taking this step. With item #6 above and removing parking on Stephens between the aforementioned points, the Douglas Street traffic would be integrated into Stephens with much less trouble than now exists. The possibility of permitting left hand turns for south-bound traffic on Stephens into Douglas and thence to the business center could also be considered if Stephens were a four lane in this area.

8. At this time we are somewhat concerned about the surface of Pine Street between Mosher and Rice standing up under continued loaded log truck traffic and feel that the State will also be watching this situation. From our information; the worst condition should develop in the block between Rice and Burke, since there are portions of Pine which have concrete under the asphalt decking. However, this block is not one of those. The curb exposure on either side of Pine is already below standard. Redecking of Pine while endeavoring to maintain the same curb exposure would give excessive crowns which would not be desirable for the moving of traffic. Therefore, before the State considers redecking, perhaps a long range overall look should be taken at this section of Pine, taking into consideration the inevitable widening and rebuilding of the street. We realize the widening is the obligation of the City and the maintenance of existing street that of the state. However, we feel if a cooperative program could be worked out so that each achieved their aim, while at the same time providing an improved overall street, it would seem that this would be the best policy.

The above observations and comments are for the State's consideration and we would welcome any questions or comments which the State might have on these problems.

Hoping to hear from you in the near future, I am,

Yours truly,

H. J. Warburton
City Manager

HJW:jn

Copy Made By:
jv
September 26, 1961

FORM E-90 5UM 3-61 84107

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 20, 1961

SUBJECT: Traffic Pattern
City of Roseburg

To:

Mr. F. B. Crandall
Traffic Engineer
OFFICE

REF. TO 9/21/61 Johnson
BY ASST. TRAFFIC ENGR.

Herewith a copy of a letter of explanation from F. D. Morgan regarding a proposal as to a traffic pattern for the City of Roseburg arising out of our completion of the Pine-Stephens Couplet.

Will you please review Mr. Morgan's analysis along with the City's solution to the various problem and advise us with regard to the same.

Tom Edwards
Construction Engineer

By

L. H. Young
Assistant Construction Engineer

LHY:fp

Enc.

RECEIVED
SEP 21 1961
TRAFFIC ENGINEERING

[illegible] HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Sept. 1[illegible], 19[illegible]

SUBJECT: Traffic Suggestions
City of Roseburg
Douglas Ave.-South City Limits Couplet

To: Tom Edwards
Construction Engineer
Salem, Oregon

Att: L. H. Young

I forward herewith copy of a letter received from Mr. H. John Warburton, City Manager of Roseburg, containing suggestions and complaints regarding the traffic pattern on the recently completed Pine-Stephens Street Couplet in Roseburg. I attach hereto a sketch map whereon we have tried to show each one of the individual items as delineated by Mr. Warburton.

1. Item #1 concerns a proposal to make Oak Street between Pine and Stephens Streets a one-way easterly. It is at present a two-way street. I would recommend against this change until the Washington Avenue Bridge is completed.

2. Item #2 proposes to change the traffic pattern on Washington Street between Pine and Stephens Streets from a two-way pattern to a one-way pattern. It is my belief that the pattern should remain as is until such time as the Washington Avenue Bridge is put into effect. I feel that the traffic easterly of Stephens Street should be funneled into one lane of traffic as the only movement from this intersection is directly across Stephens Street or a right turn northerly on Stephens Street.

3. Item #3 concerns theochanging the traffic pattern on Sheridan Street between Cass and Oak. Please be advised that this change has already been put into effect.

4. Item #4 is a problem that exists due to the placing of a stop light on the intersection of Pine and Oak Streets. The opening of Sheridan Street to a one-way southbound pattern should help

CONSTRUCTION DIVISION
[illegible]

correct the congestion on the railroad tracks.

5. Item #5 is a recommendation from the City to make Mill Street a two-way street instead of the existing one-way northbound. This is a City matter and should not concern the State.

6. Item #6 is a problem of traffic pattern at the intersection of Douglas and Stephens Streets. I believe this problem should be referred to the Traffic Department for their recommendations.

7. Item #7 is a recommendation from the City of Roseburg which will probably be put into effect to make the section of Stephens Street from Diamond Lake Boulevard to Douglas Avenue a four-lane road. This will be accomplished by eliminating parking on this section.

8. Item #8 indicates the concern of the City of the ability of Pine Street between Mosher and Rice Streets to stand up under the traffic which has been placed thereon. Please be advised that the Maintenance Department is spending considerable effort to control whatever damage the additional traffic may cause to this section of road. I believe that we will be able to maintain traffic here the same as we did on 7th Street in Grants Pass. The City, however, suggests that study be made so that a cooperative widening and rebuilding program may be started for this section.

I recommend that study be given to the various items recommended by the City and that the entire matter be referred to the Traffic Department for their recommendations before any further traffic pattern changes are made in this area.

F. D. Morgan
Division Engineer

FDM:ds
encl.

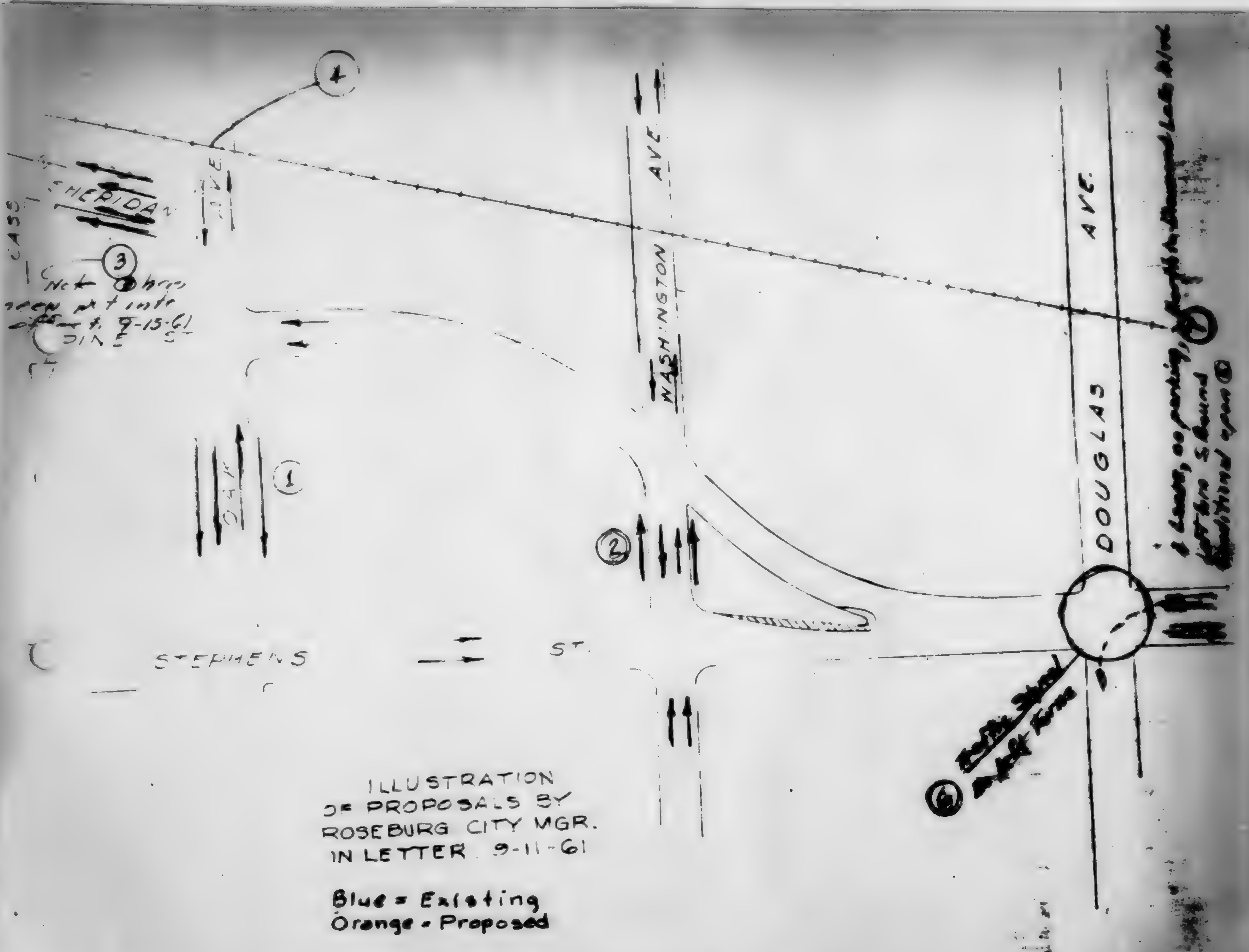
CASS
SHERIDAN
AVE.
PINE ST
OAK
STEPHENS ST.
WASHINGTON AVE.
DOUGLAS AVE.
①
②
③
Not [illegible] open [illegible] 9-15-61
④
⑥
Traffic Signal
[illegible] left turns
4 Lanes, no parking, ⑦ North to Diamond Lake Blvd
left turn S. Bound
Conditional upon ①

ILLUSTRATION
OF PROPOSALS BY
ROSEBURG CITY MGR.
IN LETTER 9-11-61

Blue = Existing
Orange = Proposed

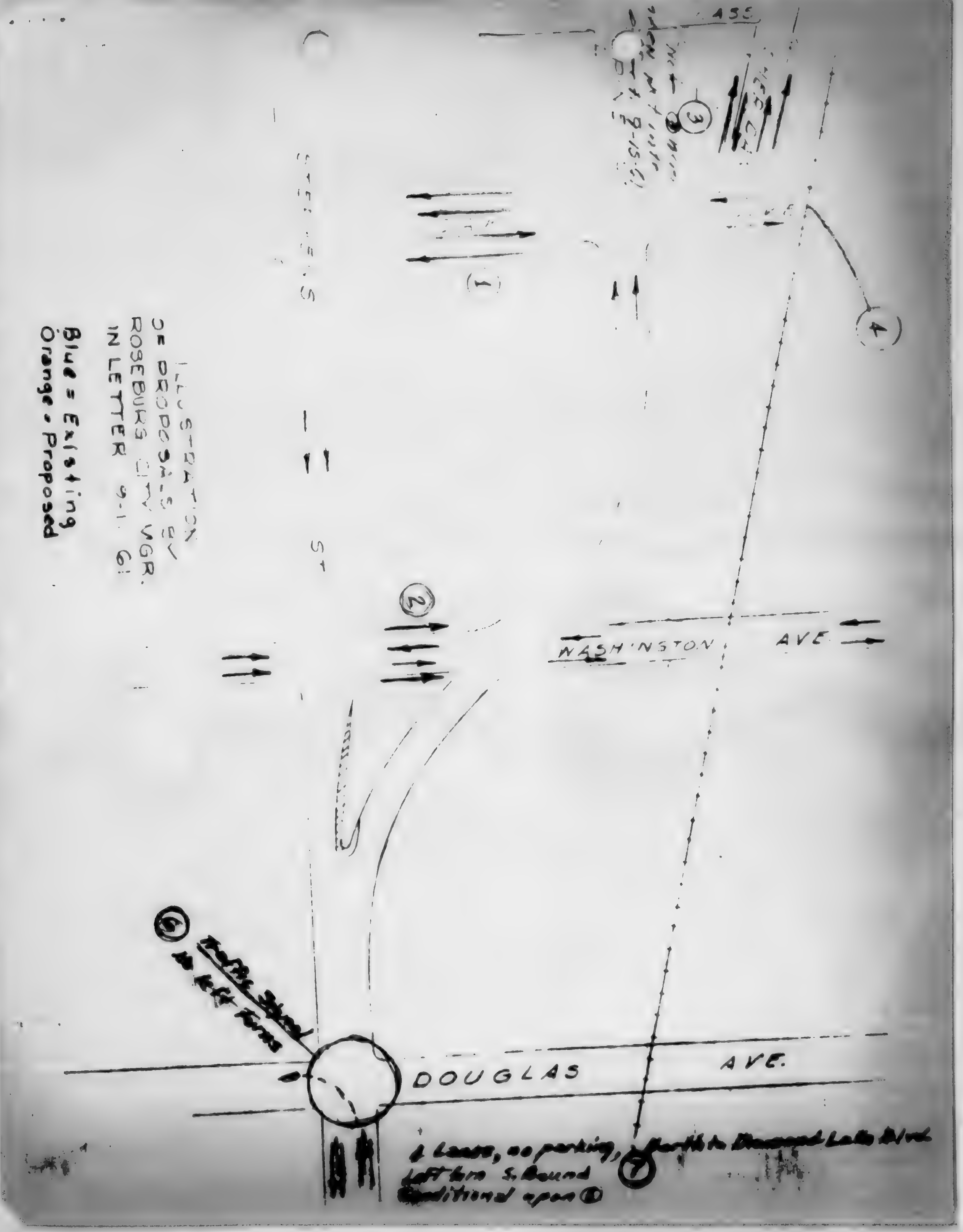
ILLUSTRATION OF PROPOSALS BY ROSEBURG CITY MGR. IN LETTER 9-1-61
Blue = Existing
Orange = Proposed
STEPHENS ST
ST
①
②
③
④
⑥ Traffic Signal No left turns
WASHINGTON AVE
DOUGLAS AVE.
4 Lanes, no parking, North to Diamond Lake Blvd
left turn S. Bound
Conditional upon ⑥
⑦

RECEIVED
OCT 23 1961
FOR FILING

5 714

October 24, 1961

Mr. Robert Angell
P. O. Box 288
Eastside
Oregon

Dear Sir:

The State Highway Commission at its meeting held on October 20, 1961, had under discussion your request for an extension of time for 15 additional workdays from 80 days to 95 days within which to complete your contract #5814 without the assessment of liquidated damages, for grading-paving Douglas Ave.-South City Limits Section (Roseburg) of the Oakland-Shady Secondary Highway (Southbound) in Douglas County.

The Highway Commission granted you 8 additional workdays from 80 days to 88 days. This action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered, but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: F. D. Morgan
John L. Hagedorn
Tom Edwards
Bureau of Public Roads
R. L. Porter
C. H. Matson

RECEIVED
OCT 18 1961
FOR FILING

[illegible]

5814

October 17, 1961

Request for Extension of Time
No. 4
October 20, 1961, Meeting

Oregon State Highway Commission

Gentlemen:

The contractor on the Douglas Avenue-South City Limits (Roseburg) Section, Contract No. 5814, has requested that his workday count be increased 15 days without the assessment of liquidated damages. The contractor on this project is Robert Angell.

He lists two reasons to support his request wherein we required him to work beyond the scope of the original contract. This work occupied him exclusively for a total of eight days and is eligible for consideration under the contract provisions.

It is, therefore, recommended that the work time be increased a total of eight days from an original allocation of 80 days to 88 days without the assessment of liquidated damages.

This matter will be on the agenda for the October 20 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

FBK:fp me

Enclosure

cc Tom Edwards
R. L. Porter
C. H. Maison

RECEIVED
OCT 16 1961
FOR FILING

3114

MISC. CONTRACTS AND
AGREEMENTS

Salem, Oregon
September 27, 1961

Agenda Item 5-q

Supplemental Agreement
Douglas Ave-S City Limits (Roseburg)
Section
Oakland-Shady Highway
City of Roseburg

Mr. H. S. Cox
County & City Relations Engineer
Office

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of an agreement with the City of Roseburg covering the Douglas Avenue-S. City Limits (Roseburg) Section of the Oakland-Shady Highway in the City of Roseburg.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Roseburg, Oregon.

Secretary

rn
Attach: 1

FORM E-30 50M 2-61 34397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 5, 1961

AGENDA
SEP 1 6 1961

5a

SUBJECT: Supplemental Agreement
Douglas Ave-S City Limits (Roseburg) Section
Oakland-Shady Highway
City of Roseburg

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the subject project. Two copies have been signed by the city and the project is now ready for approval by the Highway Commission and certification by the Secretary. Both copies require your signature of approval.

The project was previously approved 4/21/60.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

cc: Victor D. Wolfe
D. J. Barbee

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

Ⓐ
2 COPIES TO BE SIGNED

M

RECEIVED
SEP 27 1961
FOR FILING

5814

September 27, 1961

Willma D. Hill, City Recorder
City Hall
Roseburg, Oregon

Dear Madam:

We are enclosing for the records and files of the City of Roseburg a fully executed copy of a supplemental agreement between the State Highway Commission and the City of Roseburg covering Douglas Ave.-South City Limits (Roseburg) Section of the Oakland-Shady Highway in the City of Roseburg.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

RECEIVED
SEP 22 1961
FOR FILING

[illegible]

September 22, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 21, 1961, on Contract No. 5814, Douglas Ave.-South City Limits (Roseburg) Section, in Douglas County, in connection with Federal Aid Project No. UG-349(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

cc: H. S. Cox

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SEP 11 1961

FOR FILING

5814

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 5, 1961

To: ~~Mr. G. S. Paxson~~
~~O F F I C E~~

SUBJECT: Supplemental Agreement
Douglas Ave-S City Limits (Roseburg) Section
Oakland-Shady Highway
City of Roseburg

Attached are/three copies of an agreement covering the subject project. Two copies have been signed by the city and the project is now ready for approval by the Highway Commission and certification by the Secretary. Both copies require your signature of approval.

The project was previously approved 4/21/60.

John D. Graham
John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

cc: Victor D. Wolfe
D. J. Barbee

RECEIVED
[illegible]

NOTED
V. D. WOLFE

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JG 24 1961
FOR FILING
5814

477 Cottage Street, N.E.
Salem, Oregon

Mr. F. D. Morgan, Division Engineer, O.S.H.D.
Roseburg, Oregon

August 22, 1961

By:
M. E. Martin
District Engineer

C. G. Polk, Division Engineer
08-35.8-DB Salem, Oregon

Record Sampling
Oregon Project U.S. 349(1)
Douglas Avenue-South City Limits, Roseburg

Reference is made to your letter of August 18, 1961, above subject.

A Bureau of Public Roads representative will not be present to supervise the taking of samples of the "in place" base and leveling courses. In this instance samples taken by the State will be accepted as record samples.

RECEIVED
AUG 2 3 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 21 1961

FOR FILING

5414

W. C. WILLIA

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19, 1961

SUBJECT:

To: Mr. R. L. Porter
Office Engineer

Office

This will refer to a letter dated July 12, 1961, from Mr. C. G. Polk relative to the Douglas Avenue-South City Limits (Roseburg) Project Agreement.

We can determine no economic justification for construction of the access to the oil company property.

I have conferred with Mr. Barbee; and, as near as I can determine, that construction was made in compliance with a commitment made by the Construction Division during the design stage.

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:ag

cc Mr. W. G. Williams ✓
Mr. L. I. Lindas
Mr. Tom Edwards

RECEIVED
JUL 20 1961
FOR FILING

US [illegible]

5814

July 18, 1961

Mr. H. J. Warburton
City Manager
City of Roseburg
Roseburg, Oregon

Dear Mr. Warburton:

Thank you for your letter of July 11, indicating that the Common Council of the City of Roseburg has agreed to certain stipulations set forth by the State Highway Commission in return for the change in our agreement with the City whereby parking between Oak and Mosher will be permitted on the east side rather than on the west side of Pine Street. Please be advised that we are drafting a supplemental agreement to cover this.

I have transmitted a copy of your letter to our Construction Division in view of the second paragraph of your letter which states that you are proceeding with the Umpco Construction Company and the City will pay for the 2½-foot separation between the curb and sidewalk.

Keep your golf clubs sharp and if you give me enough strokes, we will make the nine holes yet.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:tms
cc Mr. W. C. Williams
Mr. Forrest Cooper

RECEIVED
JUL 20 1961
FOR FILING

Salem, Oregon
July 18, 1961

Pine Street-Stephens Street Couplet
City of Roseburg

Mr. E. S. Cox
Asst. Co.-City Relations Engineer
BUILDING

Attached is a copy of a letter over the signature of H. J. Warburton, City Manager of Roseburg, concurring in certain stipulations imposed by the Highway Department in return for changing our agreement with the City of Roseburg covering the Stephens Street-Pine Street couplet to permit parking between Oak and Mosher on the east side in lieu of parking on the west side as the agreement is written now.

The stipulations are:

(1) There will be no parking on the west side of Pine Street between Oak and Mosher.

(2) There will be no parking on the east side of Pine Street from Oak south to the center of the block and from Mosher north to the center of the block.

(3) The curb on the west side of Pine is to be moved back 7 feet at the south curb line of Mosher and tapered to zero at the middle of of the block. The supplemental agreement is to indicate that the tapered widening must be done prior to the opening of the one-way couplet.

Please check this out with Mr. Crandall and review the supplemental agreement with me prior to its release.

Victor D. Wolfe
Administrative Assistant

VDW:ms
Attach.
cc Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. Tom Edwards
Mr. F. B. Crandall

RECEIVED
JUL 20 1961
FOR FILING

Salem, Oregon
July 18, 1961

Pine Street-Stephens Street Couplet
City of Roseburg

Mr. Tom Edwards
Construction Engineer
BUILDING

Attention Mr. L. H. Young

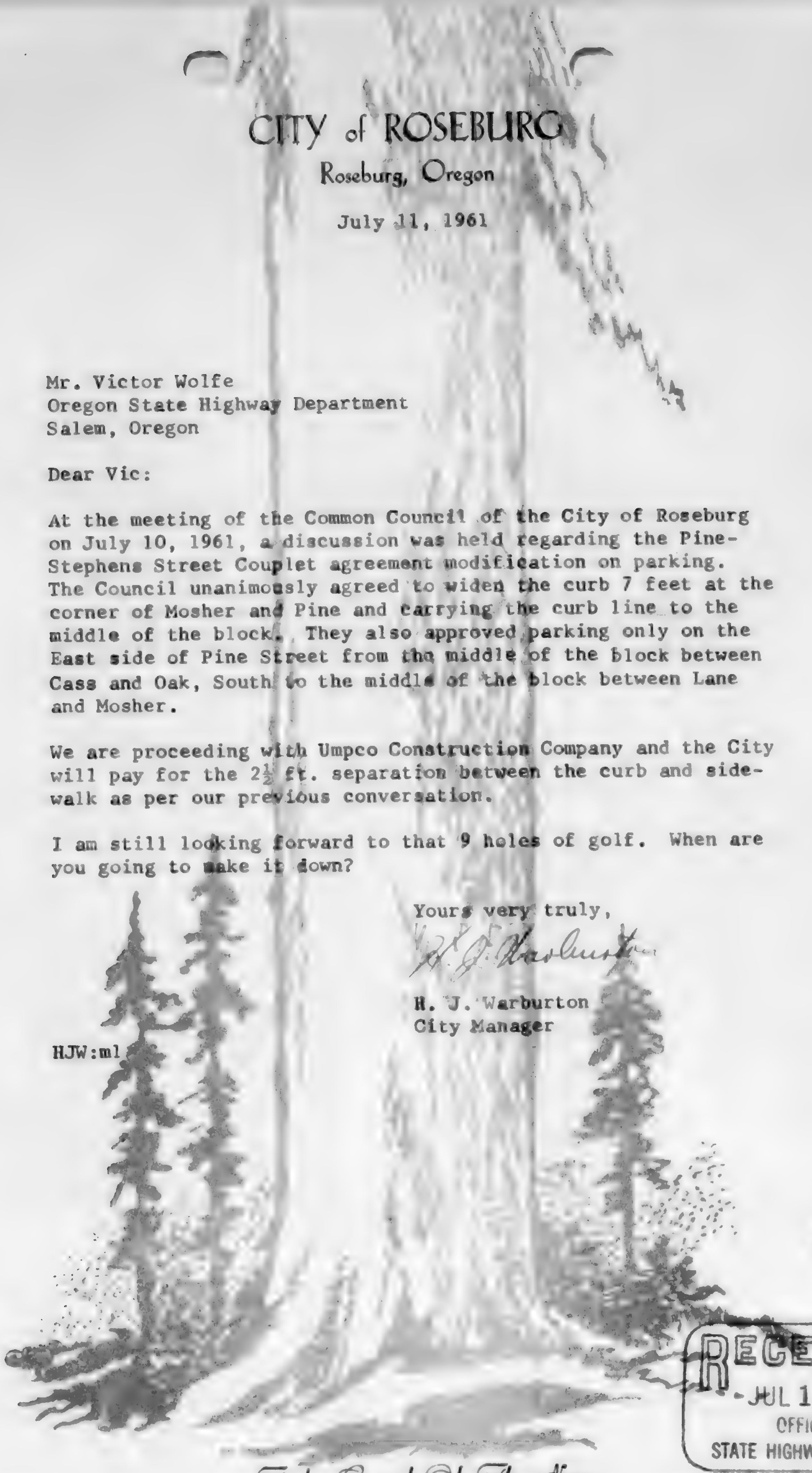
Attached hereto copy of a letter addressed to me over the signature of H. J. Warburton, City Manager of Roseburg.

You will be interested in the second paragraph.

Victor D. Wolfe
Administrative Assistant

VDW:mm
attach.
cc Mr. Forrest Cooper

CITY of ROSEBURG
Roseburg, Oregon



July 11, 1961

Mr. Victor Wolfe
Oregon State Highway Department
Salem, Oregon

Dear Vic:

At the meeting of the Common Council of the City of Roseburg on July 10, 1961, a discussion was held regarding the Pine-Stephens Street Couplet agreement modification on parking. The Council unanimously agreed to widen the curb 7 feet at the corner of Mosher and Pine and carrying the curb line to the middle of the block. They also approved parking only on the East side of Pine Street from the middle of the block between Cass and Oak, South to the middle of the block between Lane and Mosher.

We are proceeding with Umpco Construction Company and the City will pay for the 2½ ft. separation between the curb and sidewalk as per our previous conversation.

I am still looking forward to that 9 holes of golf. When are you going to make it down?

Yours very truly,

H. J. Warburton

H. J. Warburton
City Manager

HJW:ml

NOTED
V. D. [illegible]

RECEIVED
JUL 1~~2~~3 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Timber Capital Of The Nation

RECEIVED
AUG 1 1961
FOR FILING
5814

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 5, 1961

SUBJECT: Douglas Avenue-S. City Limits (Roseburg)

To: Victor D. Wolfe
Administrative Assistant
Salem, Oregon

Return to Wolfe

Forwarded herewith is a sketch of the Douglas Avenue-South City Limits project between Oak Street and Mosher Street showing in blue the centerline which would be necessary to stripe in order to allow parking on the easterly side of Pine Street as the city desires. Mr. John Warburton, City Manager; Mr. Kenneth Meng, City Engineer, and I went over the city's proposal on Friday, June 29. Shown in red is the striping which was proposed at the time this project was set up and as covered by the signed agreement with the city.

You will note on the sketch that a 7 foot jog exists in the curb lines at Mosher Street. This would force a move of 11 feet to the left for traffic proceeding on Pine past Mosher. The red striping would require a movement of only 4 feet. The City proposes to eliminate parking on both sides of the street between Oak and Cass if we accept their proposed change. They claim that this elimination of parking will make it possible to make the transition to the west within that block with no difficulty. They also propose to widen Pine on the westerly side just south of Mosher to make this transition easier. However, until such time as this widening is done I can not see how parking can be maintained on the easterly side unless parking between Mosher and Lane is prohibited. The City claims that by changing the sides of parking that 4 spaces between Cass and Lane will be gained, however, they will lose 3 spaces between Mosher and Lane and, under the present set up, all 14 between Oak and Cass will be lost.

It is the recommendation of this office that the existing agreement be retained and that the city be advised that we object to the jogs in the centerline caused by the moving of parking from one side to the other.

File

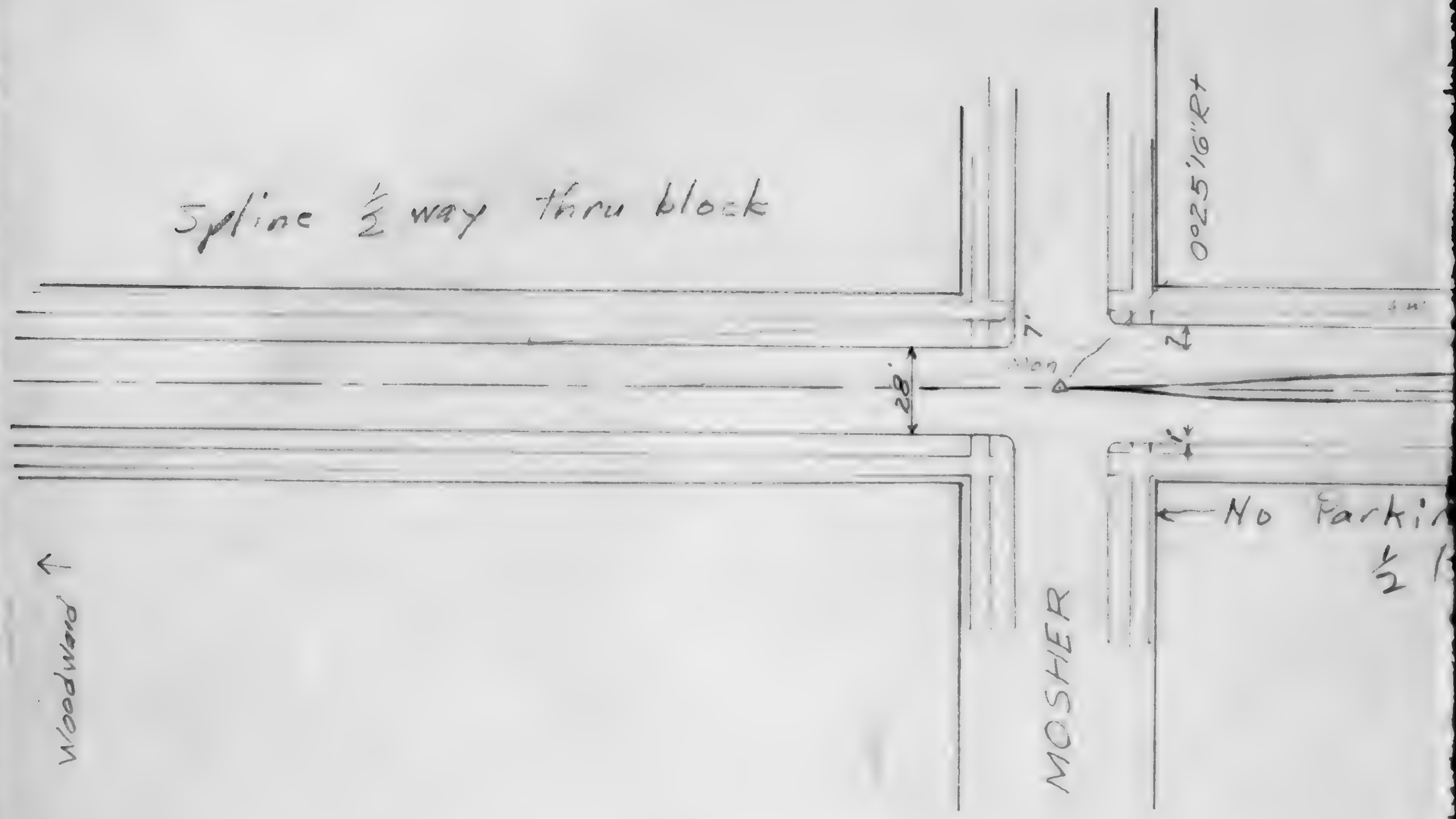
J. F. Putnam
Asst. Division Engineer

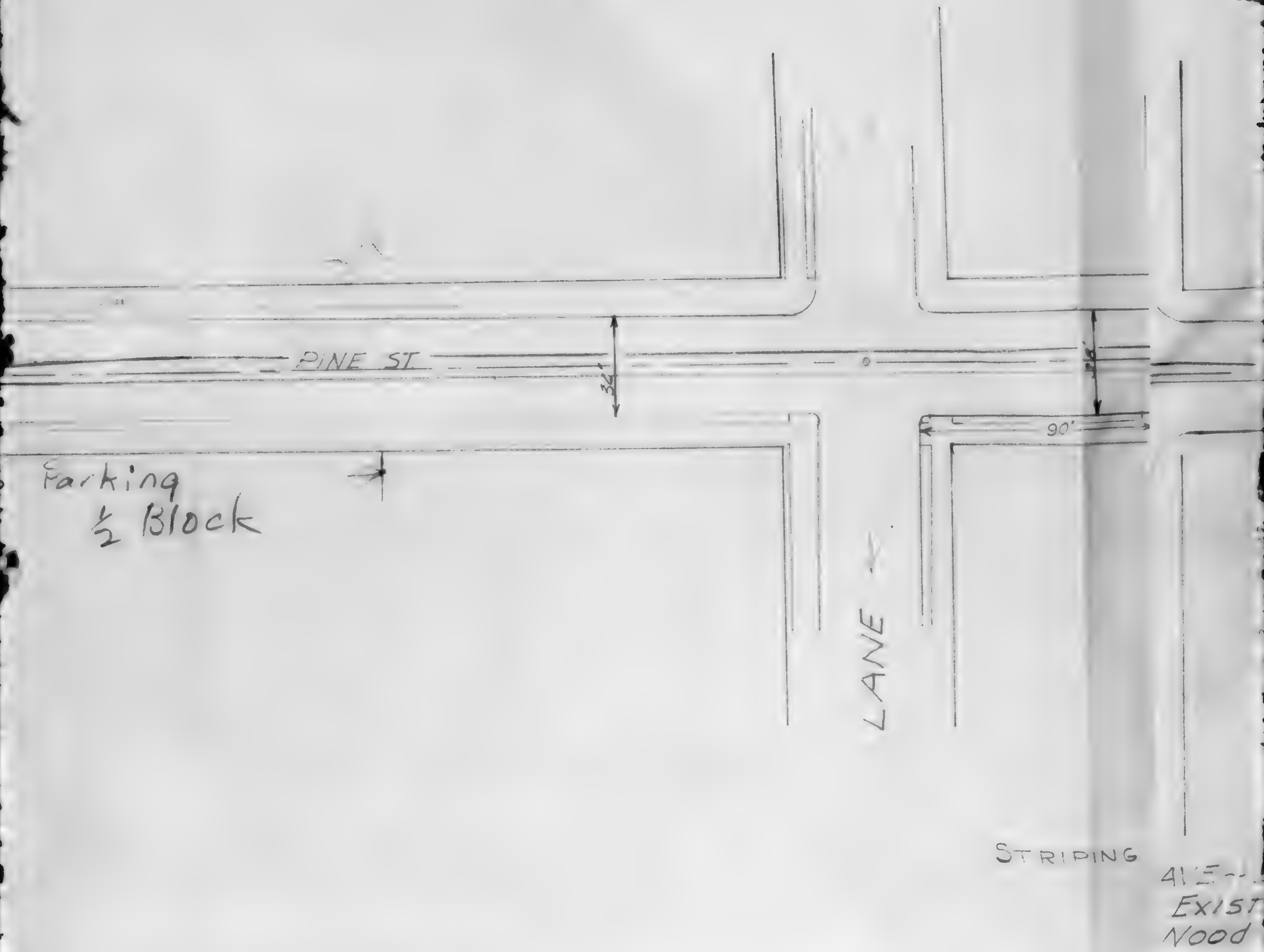
JFP:ds
encl.

RECEIVED
JUL 6 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 6 1961
OFFICE OF
STATE HIGHWAY ENGINEER

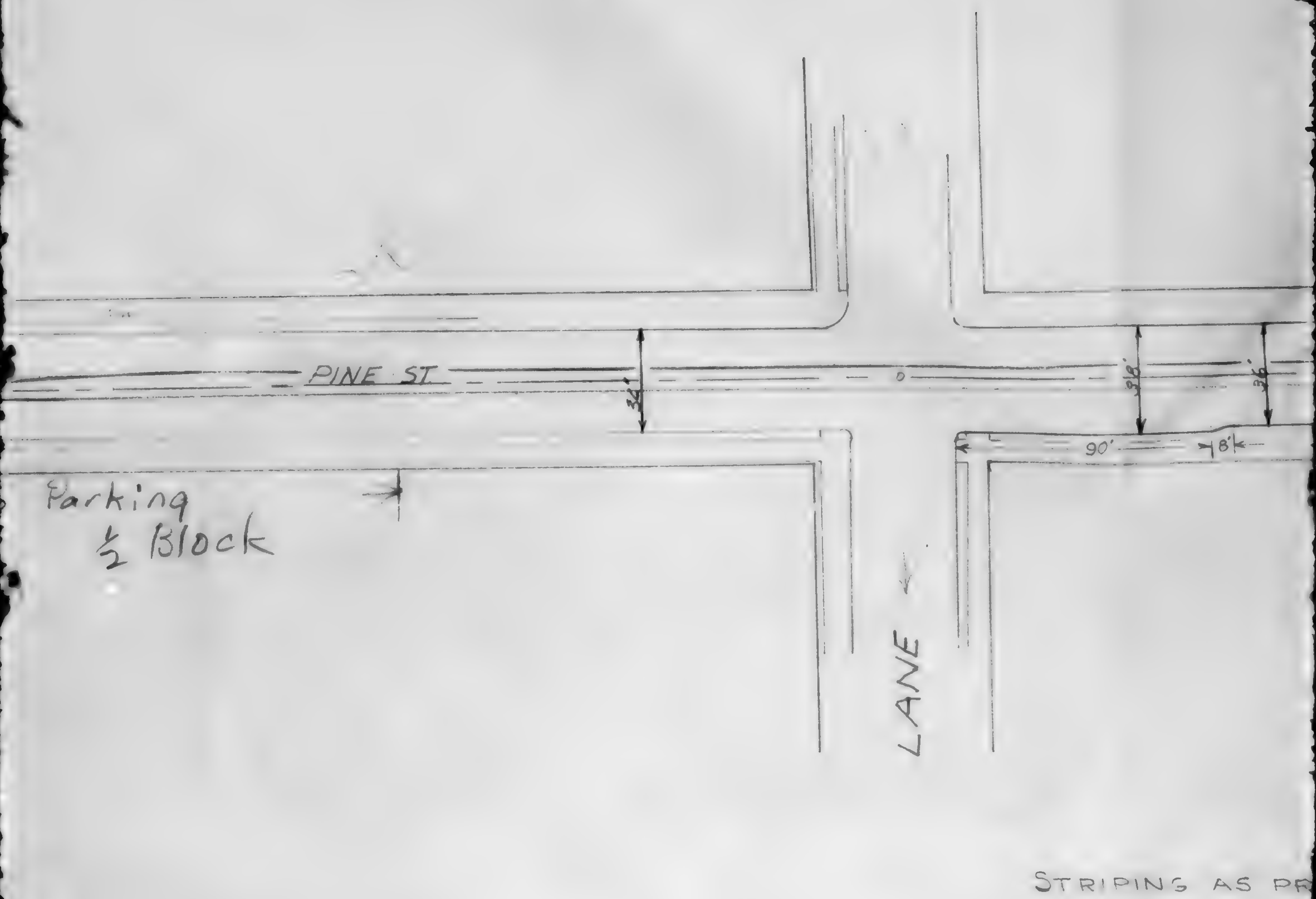
ROSEBURG

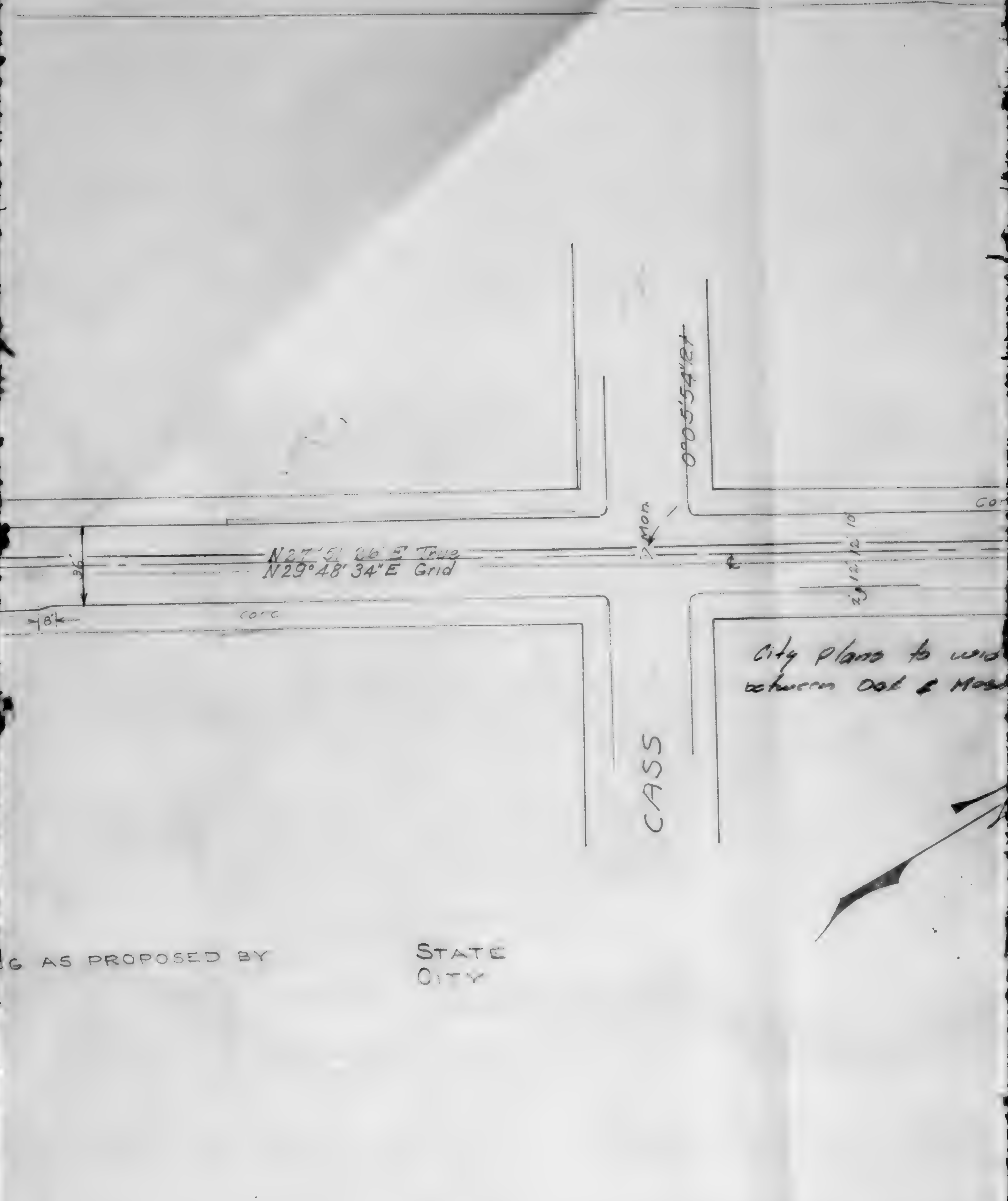

Spline ½ way thru block
0°25'16" Rt
7'
7'
Mon
28'
7'
No Parki
½
Woodward ↑
MOSHER

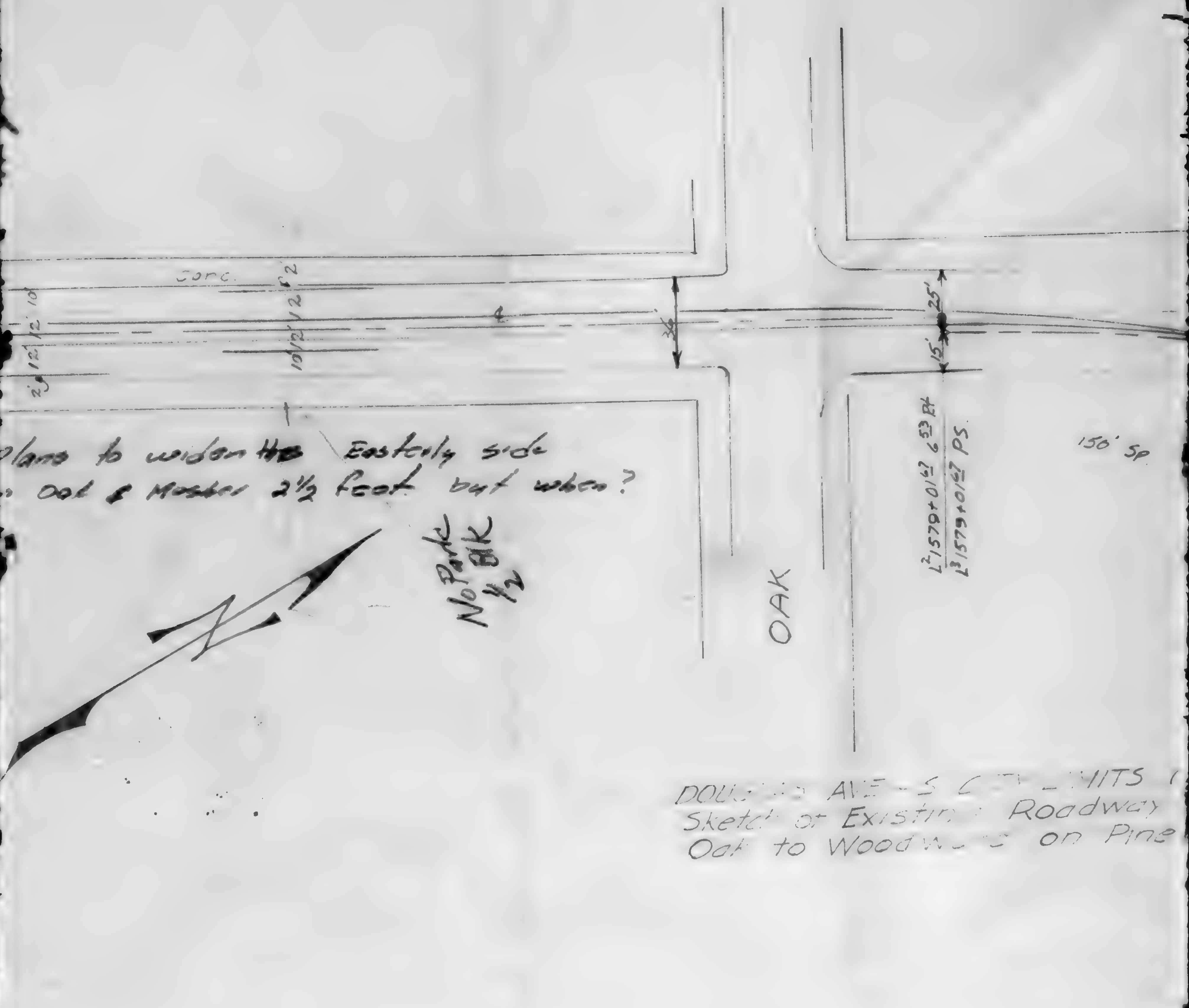


PINE ST
36'
90'
LANE
STRIPING
Exist
Nood

Parking
½ Block

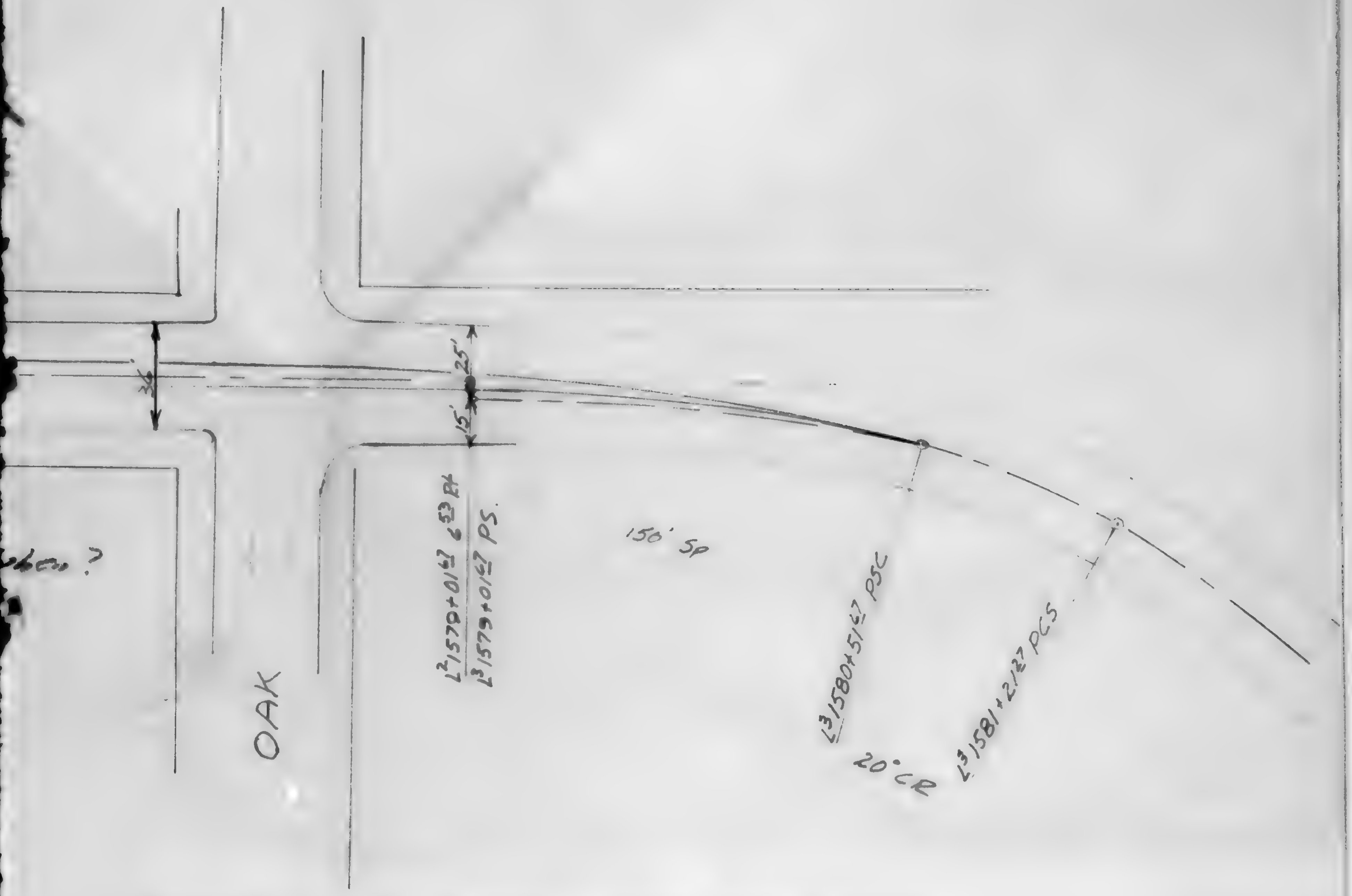

PINE ST
34'
36'
36'
90'
8'
LANE
Parking
½ Block
STRIPING AS PR


00°05'54"Rt
Mon.
N27°51'26"E True
N29°48'34"E Grid
36'
8'
conc
Con
10
12
12
2
CASS
City plans to wid
between Oak & Mos
G AS PROPOSED BY
STATE
CITY


Conc.
2 10 12 12 2½
2 12 12 10
4
36'
25'
15'
L² 1579+01.67 6.53 Rt
L³ 1579+01.67 PS.
150' Sp.
OAK
N
No Park ½ Blk

plans to widen the Easterly side
Oak & Mosher 2½ feet but when?

DOUGLAS AVE - S CITY LIMITS
Sketch of Existing Roadway
Oak to Woodward on Pine


34'
25'
15'
L²1579+01.67 & 53 Rt
L³1579+01.67 PS.
150' Sp
L³1580+51.67 PSC
L³1581+21.27 PCS
20° CR
OAK

DOUGLAS AVE – S. CITY LIMITS (ROSEBURG)
Sketch of Existing Roadway
Oak to Woodward on Pine

7-3-61

5-25-61

RECEIVED
MAY 26 1961
FOR FILING

Monthly transaction number 6	For 2A (5-3. 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	e Oregon
Project report number US-349(1)		County Douglas
5814		Project number US-349(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **February 20**, 19**61**, is hereby modified as follows:

Revised estimated total cost of project $ -----

Revised Federal funds $ -----

Other revisions

Add Agreement Provision:

8. Parking regulations and control of traffic described in City of Roseburg Agreement, dated April 21, 1960. Future changes in city agreement or control measures specified therein require prior approval of the Division Engineer, Bureau of Public Roads.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **25** day of **May**, 19**61**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CGPolk
~~XX~~ **C. G. Polk**
Division Engineer

By:

FORM CD-121
(9-22-59)

UNITED STATES C ERNMENT

Memorandum

U.S. DI RTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: May 24, 1961

Polk

FROM : C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

SUBJECT: Modification of Project Agreement

Attached are two copies of a proposed modification of a Federal-aid project agreement for the following project:

US-349(1) Douglas Ave.-South City Limits (Roseburg)

If the project agreement is satisfactory, it should be signed and returned to this office.

Attachments

RECEIVED
MAY 25 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Contract 5814 2-20-61

RECEIVED
MAR 2 1961
FOR

Monthly Transaction No. 2-87	Form 2 (9-1 1) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	e **Oregon**
Project Report No. US-349(1)	FEDERAL-AID PROJECT AGREEMENT	County **Douglas**
		Project No. **US-349(1)**

5814 The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

St. Rd. Douglas Ave. to S. City Lts. (Roseburg)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	10-10-60	0.3
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 94,237	Federal funds $ 59,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT (Official name of Highway Department)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS
By	~~By~~ XX C. G. Polk Division Engineer
~~Deputy~~ **State Highway Engineer** (title)	**By:** **R. C. Wright** **Administrative Manager**
By (title)	Date executed by Division Engineer **February 20, 1961**
By (title)	

USComm-DC 40257

December 27, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Douglas Avenue-South City Limits (Roseburg) Section, Project No. US-349(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:bb

Federal Aid
Project No. UG-349(1)

Oregon State Highway Department

DOUGLAS AVENUE-SOUTH CITY LIMITS (ROSEBURG) SECTION OF THE OAKLAND-SHADY HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 27, 1960

Type Code 6201
Roadway (Sta. 1535+02.1 to Sta. 1543+92)(Sta. 1574+50 to Sta. 1586+50)
(Contract No. 5814)

Clearing and Grubbing	All	Required	$	$ 5,800.00
Removal of Pavement	550	sq.yd.	0.60	330.00
Removal of Curbs and Gutters	1,200	lin.ft.	0.85	1,020.00
Removal of Walks, Driveways and Surfacing	1,700	sq.yd.	0.50	850.00
Drainage Excavation, Unclassified	95	cu.yd.	3.50	332.50
Special Borrow Excavation, Unclassified	11,300	cu.yd.	1.25	14,125.00
General Excavation, Unclassified	4,660	cu.yd.	0.80	3,728.00
Finishing Roadbed and Slopes	All	Required		300.00
Furnishing and Placing Topsoil	970	cu.yd.	2.50	2,425.00
8-inch Corrugated Metal Pipe	130	lin.ft.	2.00	260.00
8-inch Concrete Pipe	60	lin.ft.	1.40	84.00
12-inch Concrete Pipe	680	lin.ft.	1.74	1,183.20
18-inch Concrete Pipe	80	lin.ft.	4.20	336.00
Concrete Manholes	2	only	1.75	3.50
Concrete Inlets, Type CG-1	1	only	110.00	110.00
Concrete Inlets, Type GB	2	only	90.00	180.00
Concrete Inlets, Type GB-1	3	only	95.00	285.00
Adjustment of Manholes	1	only	80.00	80.00
Adjustment of Concrete Inlets	1	only	45.00	45.00
Concrete Curbs	110	cu.yd.	48.80	5,368.00
Concrete Walks and Surfacings	700	sq.yd.	4.95	3,465.00
Metal Guard Rail	450	lin.ft.	2.65	1,192.50
1½-inch Electrical Conduit	150	lin.ft.	1.75	262.50
3/4-inch Galvanized Steel Pipe	400	lin.ft.	0.83	332.00
2-inch Galvanized Steel Pipe	200	lin.ft.	1.90	380.00
3/4-inch Quick-coupling Hose Valves	7	only	4.57	31.99
1-inch Gate Valves	2	only	3.83	7.66
1/2-inch Drain Valves	8	only	1.08	8.64
Furnishing and Planting Shrubs	475	only	5.00	2,375.00
Inorganic Fertilizer, 10-16-8	3	cwt.	6.00	18.00
Sawdust	16	unit	16.50	264.00
Coarse Crushed Material in Base	3,900	cu.yd.	3.70	14,430.00
3/4" - 0 Material in Base	560	cu.yd.	3.95	2,212.00

Sprinkling	130 M-gal.	$3.00	$ 390.00
Preparation of Base	All Required		300.00
3/4" - 0 Material in Binder Course	50 cu.yd.	4.75	237.50
RS-2 Asphalt	10 ton	70.00	700.00
Class "B" Asphaltic Concrete	1,765 ton	9.60	16,944.00
Asphaltic Concrete Traffic Markers	350 lin.ft.	1.50	525.00
			$ 80,920.99
Flagging (57½% of Contractor's Cost)	All Required		250.00
Signing (Temporary)	All Required		500.00
Signing (Permanent)	All Required		4,000.00
	Subtotal		$ 85,670.99
	10% Engr. & Cont.		8,566.01
	Total		$ 94,237.00

Length of Roadway - - - - - - - - 0.320 Mile
Cost of Roadway Per Mile- - - - - $294,490.62

Federal Funds -	$ 59,000.00
State Funds -	35,237.00
	$ 94,237.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Federal Aid
Project No. US-349(1)

Oregon State Highway Department

DOUGLAS AVENUE-SOUTH CITY LIMITS (ROSEBURG) SECTION
OF THE OAKLAND-SHADY HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 29, 1960

Type Code 6201
Roadway (Sta. 1535+02.1 to Sta. 1543+92)(Sta. 1578+50 to Sta. 1586+50)

Clearing and Grubbing	All	Required		$ 7,000.00
Removal of Pavement	550	sq.yds.	$ 1.00	550.00
Removal of Curbs and Gutters	1,200	lin.ft.	0.60	720.00
Removal of Walks, Driveways, and Surfacing	1,700	sq.yds.	0.75	1,275.00
Drainage Excavation, Unclassified	95	cu.yds.	3.00	285.00
Special Borrow Excavation, Unclassified	11,300	cu.yds.	1.00	11,300.00
General Excavation, Unclassified	4,660	cu.yds.	1.00	4,660.00
Finishing Roadbed and Slopes	All	Required		250.00
Furnishing and Placing Topsoil	970	cu.yds.	1.50	1,455.00
8-inch Corrugated Metal Pipe	130	lin.ft.	3.00	390.00
8-inch Concrete Pipe	60	lin.ft.	2.00	120.00
12-inch Concrete Pipe	680	lin.ft.	2.50	1,700.00
18-inch Concrete Pipe	80	lin.ft.	4.50	360.00
Concrete Manholes	2	only	250.00	500.00
Concrete Inlets, Type CG-1	1	only	175.00	175.00
Concrete Inlets, Type GB	2	only	100.00	200.00
Concrete Inlets, Type GB-1	3	only	125.00	375.00
Adjustment of Manholes	1	only	50.00	50.00
Adjustment of Concrete Inlets	1	only	30.00	30.00
Concrete Curbs	110	cu.yds.	50.00	5,500.00
Concrete Walks and Surfacings	700	sq.yds.	4.50	3,150.00
Metal Guard Rail	450	lin.ft.	3.50	1,575.00
1-1/2 Inch Electrical Conduit	150	lin.ft.	1.50	225.00
3/4-inch Galvanized Steel Pipe	400	lin.ft.	0.63	252.00
2-inch Galvanized Steel Pipe	200	lin.ft.	1.23	246.00
3/4-inch Quick-Coupling Hose Valves	7	only	4.35	30.45
1-inch Gate Valves	2	only	17.00	34.00
1/2-inch Drain Valves	8	only	10.00	80.00
Furnishing and Planting Shrubs	475	only	3.25	1,543.75
Inorganic Fertilizer, 10-16-8	3	cwt	5.50	16.50
Sawdust	16	units	14.00	224.00
Coarse Crushed Material in Base	3,900	cu.yds.	3.50	13,650.00
3/4" - 0 Material in Base	560	cu.yds.	3.75	2,100.00
Sprinkling	130	M-gals.	3.00	390.00
Preparation of Base	All	Required		200.00

3/4" - 0 Material in Binder Course	50 cu.yds.	$ 5.25	$ 262.50
RS-2 Asphalt	10 tons	75.00	750.00
Class "B" Asphaltic Concrete	1,765 tons	9.50	16,767.50
Asphaltic Concrete Traffic Markers	350 lin.ft.	1.00	350.00
			$78,741.70
Flagging (57-1/2% of Contractor's Cost)	All Required		250.00
Signing (Temporary)	All Required		500.00
Signing (Permanent)	All Required		4,000.00
	Subtotal		$83,491.70
	10% Engr. & Cont.		8,348.30
	Total		$91,840.00

Length of Roadway - - - - - - - - - - - - 0.320 Mile
Cost of Roadway Per Mile- - - - - - - - $287,000.00

Federal Funds -	$56,000.00
State Funds -	35,840.00
	$91,840.00

RECEIVED
JAN 13 1961
FOR FILING
115-249(1)
5814

FORM E-129

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

January 12, 1961

Mr. Robert Angell
P. O. Box 288
Eastside
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5814, awarded Dec. 12, 1960, for grading-paving the Douglas Ave.-South City Limits (Roseburg) Section of the Oakland Shady Secondary Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

4

RECEIVED
JAN 11 1961
FOR FILING
US-349(1)
5814

January 11, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Douglas Ave.-South City Limits (Roseburg) Section of the Oakland-Shady Highway in Douglas County, Contract No. 5814, in connection with Federal Aid Project No. US-349(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enclosure

RBP:cr

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JAN 11 1961
FOR FILING
[illegible]
5814

January 10, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on January 4, 1961, on Contract No. 5814, Douglas Ave.-S. City Limits (Roseburg) Section, in Douglas County, in connection with Federal Aid Project No. US-349(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

RECEIVED
1960

408 State Highway Building
Salem, Oregon

December 12, 1960

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

US-349(1)
5814

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project US-349(1)

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project US-349(1), Douglas Avenue-South City Limits Section, Oakland-Shady Highway we hereby concur, as of this date, in award of Contract No., 5814 to Robert Angell, of Eastside, Oregon, low bidder in the amount of $80,920.99 at the December 9, 1960 bid opening.

Porter

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

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OCT 1960
FOR FILING

US-349(4)

6414

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 17, 1960

Mr. C. C. Folk, Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Right of Way Status
Douglas Avenue-
South City Limits
Roseburg City Street

Dear Sir:

This is in reply to your letter of October 10, which relates to the November 1 bid opening.

Please be advised that File No. 31439, Johnson, was filed in condemnation on October 11, 1960.

Very truly yours,

WALTER T. WRIGHT
Right of Way Engineer

WTW:sg

cc Mr. Forrest Cooper ✓
Mr. L. I. Lindas
Mr. R. L. Porter

NOTED
FORREST COOPER

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RECEIVED

FOR FILING

U.S-349(1)

5414

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

October 10, 1960

C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

Oregon Project US-349(1)

We have today approved the P. S. and E. documents for Oregon Project US-349(1), Douglas Ave.-South City Limits (Roseburg) Section of the Oakland Shady Highway - South bound (Pine Street).

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Porter

NOTED

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FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

113-349 (1)

3713

October [illegible], 1960

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
406 State Highway Building
Salem, Oregon

Re: Right of Way Status
Douglas Avenue-South City Limits
Roseburg City Street

Dear Sir:

Six of the thirteen files required on this project have been obtained by option. Permits of entry are at hand on six of the seven which are outstanding.

File No. 31439 - Johnson - $27,380 - will be cleared by condemnation no later than October 18, 1960.

Permits of entry have been obtained on the following files which will be closed by negotiation or condemnation before January 1, 1961:

31379	Christensen	$ 1,000
31380	Christensen	11,000
31374	Lockwood	32,000
31753	Dillard	16,178
31375	Dillard	5,022
31372	Douglas County State Bank	24,500
		$ 89,700

Very truly yours,

WALTER T. WRIGHT
Right of Way Engineer

WTW:ag

cc Mr. Forrest Cooper
Mr. L. I. Lindas
Mr. R. L. Porter

NOTED
FORREST COOPER

P

RECEIVED
OCT 3 - 1960
FOR FILING
US-349 (1)

5814

Salem, Oregon
September 30, 1960

Walter T. Wright
Right-of-Way Engineer
OFFICE

Authorization has been received from the BPR to proceed with right-of-way acquisition on the Douglas Ave.-S. City Limits (Roseburg) Section, Prefix 110-2506 and the #5810 - "Q" St.-Ferry St. Interchange Section, Prefix 220-2512, effective September 28, 1960

R. L. Porter
Office Engineer

RLP:sw

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SEP - 6 1960
FOR FILING

3814

agenda Item
4 g-4

August 25, 1960

Hon. Arlo M. Jacklin, Mayor
City of Roseburg
Roseburg, Oregon

Dear Mr. Jacklin:

The State Highway Commission at its meeting on August 18, 1960 adopted a survey concerning improvement of the Pine Street-Stephens Street Couplet (Roseburg) of the Oakland-Shady Highway. For your information we have attached a sketch map showing the route of the new section and a copy of the Commission's resolution adopting the survey (Survey Resolution No. 222).

You will recall that a public hearing on this project was held in Roseburg on August 4, 1960 and a transcript of the hearing was sent to you. The Commission took action only after careful study of the transcript and consideration of the Highway Engineer's recommendation.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Att:
rj

cc: Douglas County Court

RECEIVED
AUG 18 1960
FOR FILING

5814

August 11, 1960

Oregon State Highway Commission

Gentlemen:

Our survey has been completed on the Pine Street-Stephens Street Couplet (Roseburg) Section of the Oakland-Shady Highway. A public hearing was held in Roseburg regarding this route on August 4. A transcript of this hearing has been furnished you. All speakers at the hearing spoke in favor of this route except a Mr. Johnson who voiced some objections on the basis that he would lose some of his motel units.

By an agreement with the City of Roseburg, the State is to do the construction between Douglas Avenue and Oak Avenue at the northerly end, from Rice Avenue to Station 151+96 on the southerly end. The City of Roseburg is to improve Pine Street between Oak and Rice Avenue at some future date when traffic warrants this improvement. The estimated cost of this project is $[illegible], including right of way. You recently approved this project and it is the intention, with your approval, to use urban money previously shown as reserve in Program 6.

I am attaching a map for your information. The total length of this survey is 1.00 mile of which the State is to construct .35 mile. I request your approval of the survey and authorization to purchase the necessary right of way.

This matter will be on the agenda for your action at the August 16-17 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

attach.
cc: Mr. Forrest Cooper
M . Tom Edwards
Mr. W. T. Wright
DJB:jk ms

FORM E-30 80M 2-60 26118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 12, 1960

SUBJECT: Survey Approval Map
Pine Street-Stephens Street Couplet
(Roseburg)
Oakland-Shady Highway

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
BUILDING

Attached are 13 prints on the above named survey approval map and a rough draft of a suggested letter for submission to the Commission.

Tom Edwards
Construction Engineer

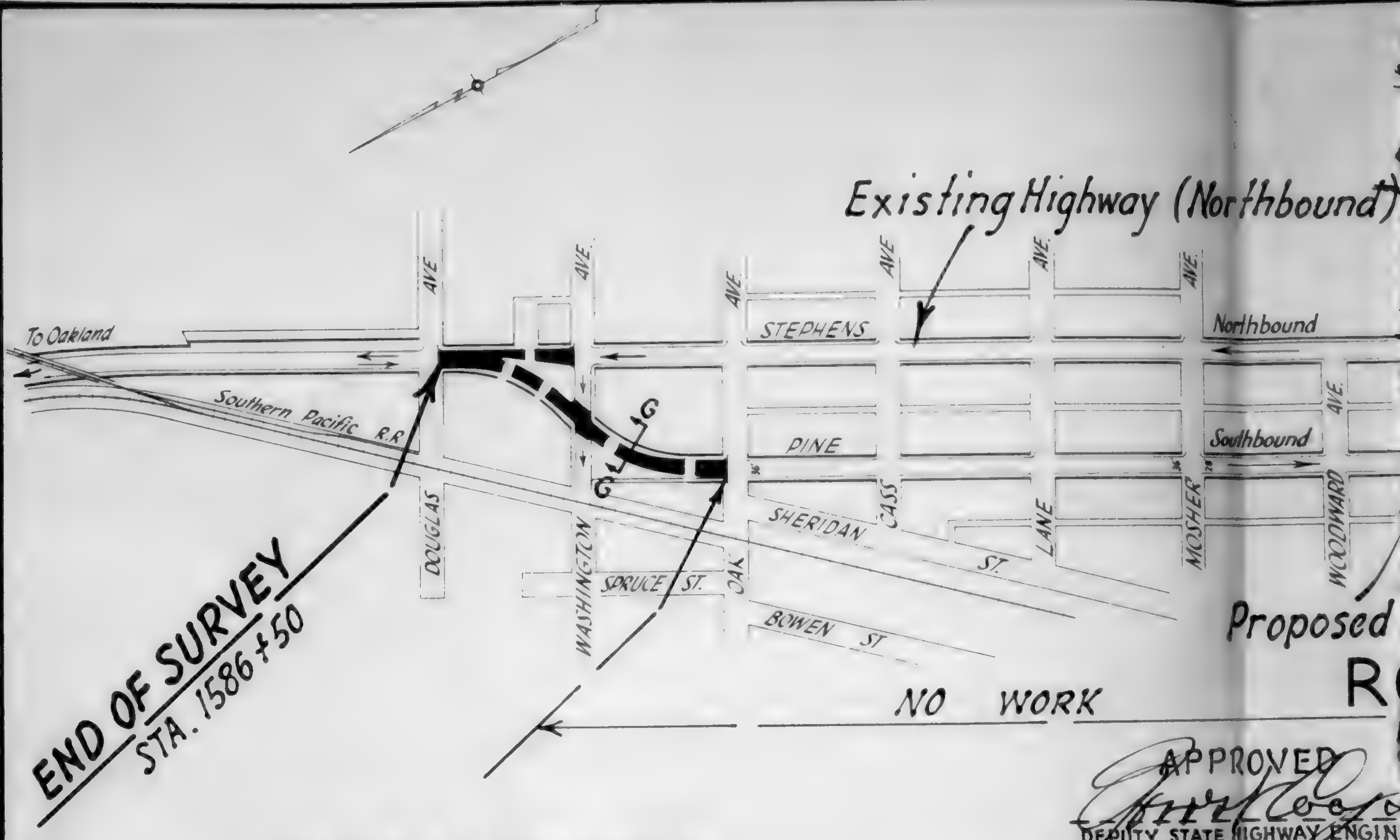
By

D. J. Barbee

D. J. Barbee
Asst. Construction Engineer

DJB:jk

Attachment


Existing Highway (Northbound)
To Oakland
Southern Pacific R.R.
STEPHENS
PINE
SHERIDAN ST.
SPRUCE ST.
BOWEN ST.
DOUGLAS AVE
WASHINGTON AVE
OAK AVE
CASS AVE
LANE AVE
MOSHER AVE
WOODWARD AVE
Northbound
Southbound
G
G
Proposed
NO WORK
R
END OF SURVEY
STA. 1586+50

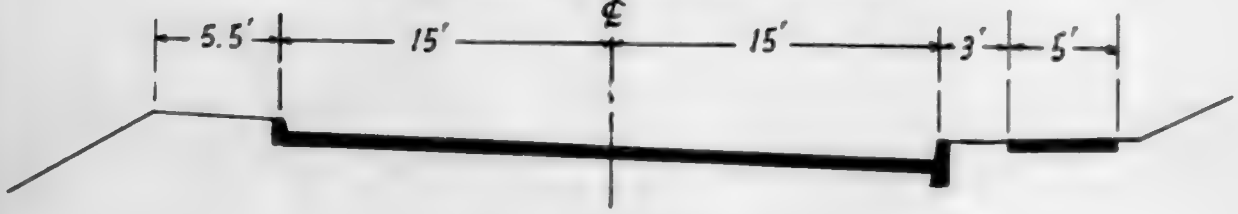
APPROVED

DEPUTY STATE HIGHWAY ENGIN

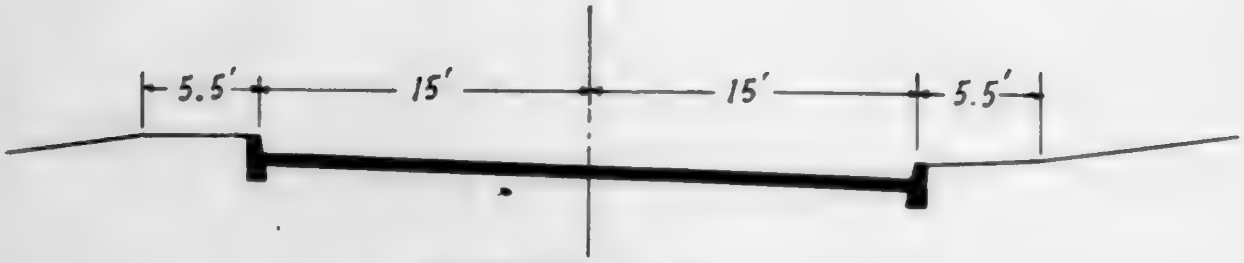
august 16,

DATE

TYPICAL SECTIONS

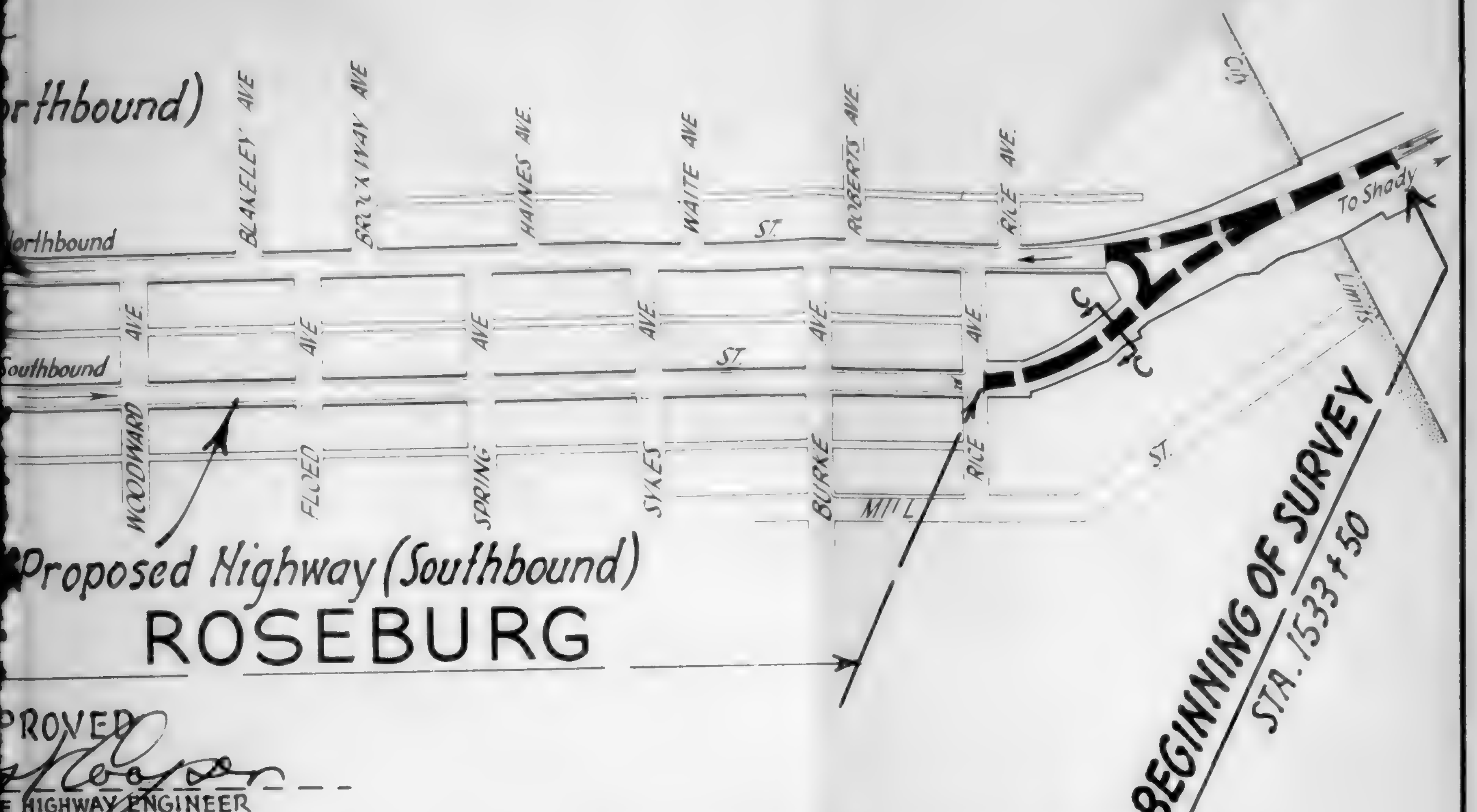


SECTION G-G



SECTION C - C

Survey 1.00 Mi.
0.35 Mi. New Work


(...orthbound)
BLAKELEY AVE
BROCKWAY AVE
HAINES AVE
WAITE AVE
ROBERTS AVE
RICE AVE
ST.
Northbound
Southbound
WOODWARD AVE
FLOED AVE
SPRING AVE
SYKES AVE
BURKE AVE
RICE AVE
ST.
MILL
ST.
To Shady
Proposed Highway (Southbound)
ROSEBURG
BEGINNING OF SURVEY
STA. 1533+50

PROVED

E HIGHWAY ENGINEER

ast 16, 1960

DATE

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

PINE ST. - STEPHENS ST. COUPLET (ROSEBURG)

OAKLAND-SHADY HIGHWAY

DOUGLAS COUNTY

Scale: 1" = 400' Aug., 1960

DRG. NO. 1R-5-1436

For details see DRG. NO. 5B-5-21 June 1936 and 5B-21-18 March, 1939

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[illegible] - 1960

FOR FILING
5814

Salem, Oregon
August 8, 1960

Stephens Street-Pine Street
Couplet - Roseburg

Mr. C. G. Swenson
County-City Relations Engineer
BUILDING

Confirming our conversation this date, please prepare an addendum to the Stephens Street-Pine Street couplet agreement which would close Pine Street from the south side of Washington Street to the connecting leg between Stephens Street and Pine Street.

Victor D. Wolfe
Administrative Assistant

VDW:ms
cc: Mr. Forrest Cooper
Mr. Tom Edwards

RECEIVED
JUL 29 1960
FOR FILING

[illegible]

5114

Salem, Oregon
July 29, 1960

Stephens-Pine Street Couplet
Roseburg

Mr. Tom Edwards
Construction Engineer
Building

On July 22 I requested the Traffic Division to work with the Construction Division on the above subject. I have this date received a letter from the Traffic Division in reply, a copy of which was addressed to you.

This is to advise you that I have contacted Mr. Warburton, City Manager of Roseburg, re the closure of Pine Street from the south side of Washington to our proposed connecting leg. Mr. Warburton indicated that the City would be in complete agreement with this in that they had a desire to vacate this small piece of Pine Street to the abutting private owner. I therefore request that you take what steps are necessary to the end that the plans incorporate this street closure.

By copy of this letter I am requesting County-City Relations to incorporate this closure in the agreement.

Victor D. Wolfe
Administrative Assistant

VDW:mm
cc: Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. F. B. Crandall
Mr. C. G. Swenson

FORM E-30 50M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 29, 1960

SUBJECT: Stephens-Pine Street Couplet
Roseburg

To:

Vic Wolfe
Administrative Asst.
Building

Reference is made to your letter of June 22 requesting that we work with the Construction Division on the above. I wish to advise that the Construction Division and our Division have conferred on the operational problems mentioned in your letter, and in the ultimate '75 design it will be possible to signalize the Washington Street intersection with the cross-over from Stephens to Pine and make it operate from a capacity standpoint providing we can increase the street capacity through restricting parking not only on Washington Street but on Stephens Street south of Washington.

Another point is that Pine Street south of Washington to its intersection with the proposed street connection should be closed for street purposes. It would be an intolerable condition to allow the intersection at Washington and Pine in such close proximity to the proposed cross-over connection with Washington Street. This street then being vacated, it is possible that the City might wish to allow it to revert to abutting properties. It would be our recommendation that they restrict access between this vacated portion and the existing and proposed street so that no driveways will encroach on the intersectional area.

FB Crandall

F. B. Crandall
Traffic Engineer

JAH:njc

cc: Forrest Cooper
G. S. Paxson
Tom Edwards

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JUL [illegible] 1960
FOR FILING

5814

Salem, Oregon
July 22, 1960

Stephens Street-Pine Street Couplet
Roseburg

Roseburg.

Mr. F. B. Crandall
Traffic Engineer
BUILDING

During our discussions with the city officials of Roseburg re the above subject, there was shown some worry on their part as to the functional operation of this couplet in conjunction with the proposed couplet across the river with the completion of the Washington Street Bridge, which led them to specifically request that our Traffic Division study this problem.

I would request that you take the necessary steps to have your people study this with the Construction Division staff so that I may assure the officials of Roseburg that this has been done.

Victor D. Wolfe
Administrative Assistant

VDW:ms
cc: Mr. Forrest Cooper
Mr. Tom Edwards
Mr. Frank Morgan

RECEIVED
[illegible] 1960
FOR FILING
5814

Roseburg

July 22, 1960

Mr. John Warburton
City Manager
Roseburg City Hall
Roseburg, Oregon

Dear Mr. Warburton:

I have this date requested that the staffs of our Traffic Division and Construction Division study the proposed Stephens Street-Pine Street couplet in relationship to its ability to function adequately in conjunction with the proposed one-way couplet across the river upon completion of the Washington Street bridge.

As I indicated to your officials verbally during our discussions, I am confident that a plan approved by both our Construction and Traffic Divisions will function quite satisfactorily.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:mm
cc: Mr. Forrest Cooper
Mr. Tom Edwards
Mr. F. B. Crandall

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Roseburg

MISC. CONTRACTS and AGREEMENTS No. 2216

Salem, Oregon
April 27, 1960

Cooperative Construction Agreement
Pine-Stevens Streets One-way Couplet
Oakland-Shady Highway
City of Roseburg

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attached is a conformed copy of an agreement with the City of Roseburg covering construction on the Pine-Stevens Streets One-way Couplet Section of the Oakland-Shady Highway in the City of Roseburg.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Roseburg, Oregon.

Ass't. Secretary

FH
Attach: 1

8

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APR 28 1960
FOR FILING

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[illegible]

April 27, 1960

Willma D. Hill, City Recorder
City Hall
Roseburg, Oregon

Dear Madam:

We are enclosing for the records and files of the City of Roseburg a fully executed copy of an agreement between the State Highway Commission and the City of Roseburg covering the Pine-Stevens Streets One-way Couplet Section of the Oakland-Shady Highway in the City of Roseburg.

Very truly yours

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

rn
Enc.

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APR 25 1960

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 20, 1960

SUBJECT: Cooperative Construction Agreement
Pine-Stevens Streets One-way Couplet
Oakland-Shady Highway
City of Roseburg

Roseburg

To: Mr. Forrest Cooper
OFFICE

Attached are three copies of an agreement covering the subject named project. Two copies have been signed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

This project will be presented to the Highway Commission for approval on April 21.

John D. Graham
John D. Graham
County and City Relations Office Engineer

JDG:mm
Att.

CITY of ROSEBURG
Roseburg, Oregon

April 19, 1960

Mr. W. C. Williams
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

Attached please find two signed copies of the agreement between the State Highway Commission and the City of Roseburg. The check for $10,500.00 as provided for under Section 10 of "Things To Be Done By City" will not accompany this agreement, but will be sent to the Highway Commission prior to date of project letting.

At a special meeting of the Common Council of the City of Roseburg on April 18, 1960, it was voted to present a charter amendment to the citizens of Roseburg on May 20, 1960, to authorize the Common Council to issue general obligation bonds for the City's share of the Pine-Stephens couplet signals, the difference in the cost of the Washington Street bridge over and above the $500,000 pledged by the County, and paving, right of way costs, and relocation of public utilities in the devastated area.

The Common Council also agrees that no public hearing will be held on the Pine-Stephens couplet.

Thank you very much for your most generous assistance in getting this program started.

Yours very truly,

Arlo M Jacklin
Arlo M. Jacklin
Mayor

AMJ:ml

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APR 20 1960
OREGON
STATE HIGHWAY COMMISSION

Timber Capital of the Nation

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FOR FILING
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Roseburg

Salem, Oregon
April 15, 1960

MEMO TO THE FILES

Stephens and Pine
One-way Couplet
Roseburg

Accompanied by Mr. F. D. Morgan and Mr. John Graham, I met with Mr. Al Flegel, members of the Roseburg City Council, certain businessmen and newspaper people Wednesday evening, April 13, 1960, to present an agreement covering the subject above. A self-explanatory copy of this agreement is attached.

Mr. Flegel opened the meeting with a few statements of fact and turned it over to me.

I read the agreement paragraph by paragraph, stopping to discuss items whenever such a request was made. I believe the crux of the meeting was as follows:

There will undoubtedly be disagreement between some of the city planners and the Department as to the exact location of the connecting legs. I reiterated our stand that we would:

1. Design workable connections.
2. Do the least amount of property damage possible commensurate with the most economical solution of 1. above.
3. That having done 1. and 2. above, the City would have to agree with our decision. (This was agreed to by all at the meeting of March 16, 1960.)

Paul Geddes, City Attorney, raised the question of private utilities on public streets. (It would appear that the City of Roseburg has been suckered into one of those Copco agreements.) I answered that my personal opinion was the Highway Department has gone far enough but if the question did arise, I would make no commitments but would leave that decision for the Highway Engineer or his Deputy.

Mr. Geddes raised the question of inserting the words "for parking only" into the "widening of Pine Street solely at City expense" paragraph of "Things To Be Done By City". I advised he had my permission to discuss with the Chief Counsel. (I have alerted Mr. Lindas and he will check with Mr. Cooper.)

Since the City will not have funds to cover check to accompany the agreement, I indicated a letter stating check would be forthcoming subsequent to July 1, 1960 and prior to letting would be satisfactory. (This check to cover 50 per cent of estimated $21,000 for signal revision and installation.)

A final question by Mr. Geddes. "Could City by letter freeze funds for this project until a later date?" I replied that this project had not been presented to the Commission but I was certain that, assuming the Commission would look with favor upon the project, it would have to be when funds were available and that the Highway Engineer most certainly would not recommend setting aside funds so that the City could act in a capricious manner.

Finally, I advised that the project could probably be expidited if the City would submit a letter indicating that a public hearing would not be needed.

Victor D. Wolfe
Executive Assistant

Enclosure

cc to: Mr. Forrest Cooper
Mr. F. D. Morgan
Mr. C. G. Swanson

VDW:ae

RECEIVED
FORM E-30

FOR FILING

5824

CONSTRUCTION DIVISION
RECEIVED
MAR 29 1960
NOTED-- ☐ ☐ ☐ ☐ ☐
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 18, 1960

SUBJECT: Pine Street Couplet
Roseburg

Roseburg To:

Mr. Forrest Cooper
Deputy State Highway Engineer
Office

As instructed, I met in Roseburg with Mr. Al Flegel, members of the Roseburg City Council, members of the Planning Commission, members of the Chamber of Commerce, John Warburton, City Manager, and representatives of the press to discuss the above-named subject.

Mr. Flegel opened the meeting and after a few remarks turned it over to me. I briefly outlined the reason for my being present.

I indicated that preliminary estimates showed a cost of $87,600 for the north connection from Douglas to Oak, $114,600 for the south connection from South Street to the south tie-in, and $120,200 for the widening of Pine Street from Oak Street to South Street, making a total package of $322,400.

I pointed out that the surfacing of Pine Street appeared to be in excellent condition from a cursory inspection so that it was possible, by parking restrictions, to handle adequately two lanes of one-way traffic without any expenditure of funds. This, I indicated, would decrease the total package to $202,400, including necessary rights of way.

Per our discussion, I then indicated the possibility that Mr. Williams might recommend favorably to the Highway Commission the construction of the two connections solely at State expense upon certain firm commitments from the city government. These commitments I took one at a time as follows:

1. Was the Stephens Street-Pine Street couplet what the City wanted. The answer was unanimous in the affirmative.

Apr 13

H.W.W.
[illegible]
Roseburg

2. Would the City guarantee to prohibit parking on one side only on the 36-foot-wide section of Pine Street from Oak Street to Mosher Street and allow no parking on the 26-foot-wide section of Pine Street from Mosher Street to South Street. The answer was again unanimously affirmative.

3. Would the City agree to stand the entire cost of widening Pine Street from Oak Street to South Street to allow parking should this become necessary at some future date. The answer was again affirmative. As a matter of fact, one of the Council suggested that the City could budget $10,000 to $15,000 per year to do the widening a block at a time. This idea was received by all present as a good idea, and I had the feeling that it would be done.

4. There is a difference of opinion at present between the Department and the City Manager and planners as to the exact alignment of the connections. I agreed that we would consult with them if and when we started the detailed survey. I emphasized, however, that should the Department agree to construct the two connections, the City would have to accept the design as decided by this department.

I dulled the knife a little bit by advising them that the Department would design a facility which would work and would not wantonly destroy business property. Concurrence was again unanimous.

Just for the record, I cannot concur with Mr. Warburton's plan over ours, and the spoken consensus of the group was that the Highway Department was staffed with engineers capable of designing the connections as they should be.

Mr. Warburton advised me after the meeting that the Council had been alerted to stand by for an extraordinary session to take whatever steps necessary to fulfill its part as outlined above.

I was accompanied by Mr. J. F. Putnam, representing the Division Engineer.

Vic D Wolfe
Victor D. Wolfe
Administrative Assistant

VDW:ae

cc to: Mr. F. D. Morgan

FORM E-50 50M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 9, 1960

SUBJECT: One-way Couplet Roseburg
Pine to Stephens Streets

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
Office

I am sending herewith three copies of a map showing the proposed Pine Street to Stephens Street one-way couplet in Roseburg. Shown on these maps are the estimates of cost broken into three sections.

Section 1. The north connection, Stephens to Pine Streets. The cost estimate for this section is $104,600.00.

Section 2. Widening of Pine Street to 44 feet, curb to curb, from Oak Street to South Street. The cost estimate for this section is $120,200.00.

Section 3. South connection Pine to Stephens Streets. The total cost of this section is $114,600.00.

RECEIVED
MAR 15 1960
OFFICE OF
STATE HIGHWAY ENGINEER

Tom Edwards
Tom Edwards
Construction Engineer

RECEIVED
MAR 10 1960
OFFICE OF
STATE HIGHWAY ENGINEER

GKA:jp
Attach.

RECEIVED
B 24 1960
FOR FILING

Salem, Oregon
February 18, 1960

One-way couplet Roseburg
Pine-Stephens Streets

Mr. Tom Edwards
Construction Engineer
OFFICE

Will you please dust off the Pine Street-Stephens Street one-way couplet proposal in Roseburg, making any changes that might be necessary to conform with a new bridge across the South Umpqua River, and give me a report with costs so that the matter can be discussed with local authority.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams

RECEIVED
JAN 25-1960

FOR FILING

5814

Roseburg

[illegible] copy [illegible] file P.Z.

January 14, 1960

Mr. H. J. Warburton, City Manager
City of Roseburg
Roseburg, Oregon

Dear Mr. Warburton:

I hope you will pardon the delay in answering your letter of January 6 concerning the formation of a one-way couplet utilizing Stephens Street for northbound traffic and Pine Street for southbound traffic.

In handling matters such as this request it is our customary practice that the request be investigated and that a report be submitted to the Highway Engineer prior to the placing of the matter on the agenda. The purpose in this is to enable the Engineer to make a recommendation to the Commission when the matter is presented to them.

Your request is now being investigated and I can not tell you for sure whether the investigation will be completed before the January 28 meeting. In the event that it is I will advise you of the Commission's action, and if the report is delayed I will write to you after the matter has been considered by the Commission.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:rj

cc: W. C. Williams
Attention: P. M. Stephenson

[illegible]

agreement for couplet approved by Com 4-21
Copy to Roseburg 4-27

CITY of ROSEBURG
Roseburg, Oregon

January 6, 1960

Mr. Lloyd Query, Secretary
State of Oregon Highway Commission
Salem, Oregon

Dear Mr. Query:

The Common Council of the City of Roseburg is desirous of making a one-way couplet on business highway 99 route through Roseburg to facilitate north-south traffic flow. They wish to make Stephens Street one-way north and Pine Street one-way south from Douglas Street to just south of Rice street.

Will you please place this request on the Highway Commission's agenda for their next meeting. Thank you very much.

Yours truly,

CITY OF ROSEBURG

W J Warburton

W. J. Warburton
City Manager

WJW:[illegible]

Copy to PMS
"Do you wish to place on agenda?"

RECEIVED
JAN 8 1960
STATE HIGHWAY COMMISSION

RECEIVED
JAN 13 1960
OFFICE OF
STATE HIGHWAY ENGINEER

Timber Capital of the Nation

RECEIVED
JAN 15 1960
FOR FILING

Roseburg

January 14, 1960

Mr. H. J. Warburton
City Manager
City Hall
Roseburg, Oregon

Dear Mr. Warburton:

This will acknowledge your letter of January 6 stating that the City of Roseburg is desirous of making a one-way couplet on US99 Business Route through the city of Roseburg, using Stephens Street for northbound and Pine Street for southbound traffic.

It will be necessary that we make a complete investigation of this matter before a final decision can be reached. The Traffic Engineering Division will proceed with the investigation. At such time as the investigation is completed, I will communicate with you further.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

cc Mr. F. B. Crandall

VPJ:njc er

10-1607 Reedsport Traffic Signals
Oregon Coast Highway
#5815 1960

Mus. 114 4 2307 - 12 - 2. 6

RECEIVED
17 1962

FOR FILING

5815

October 17, 1962

Mr. Roy L. Houck
Roy L. Houck Sons' Corporation
1585 - 20th St., N.E.
Salem, Oregon

Re: Applegate River to
Grants Pass Section
Contract No. 5815

Dear Mr. Houck:

Reference is made to your letter of October 8th to Mr. Neal F. Shaffer, Secretary Manager of the Grants Pass Irrigation District.

I am attaching hereto a letter from Mr. Shaffer in which he sets forth the basis of his claim with regard to non-payment for water used on the subject-named project. In this connection, I wish to advise that the State is not a party to this claim and you should carry on all your negotiations with the Irrigation District. The claim was filed with the Secretary of State on July 11, 1962, and was assigned File No. 3959 by that office.

This claim, until resolved, will constitute an obligation to either you or your surety.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Attach.

cc: Mr. Neal Shaffer
Grants Pass Irrigation Dist.

Huggins Insurance Agency

Mr. R. L. Porter
Mr. F. D. Morgan
Mr. Floyd Query
D. B. Parkes (Note: This was reviewed by Mr. Rohde
of Legal Division and approved.)

RECEIVED
JUN 2 1961
FOR FILING

15-1607

5815

June 1, 1961

American Surety Company
600 Yeon Bldg.,
Portland 4
Oregon

Gentlemen:

State Highway contract #5815 for the Reedsport traffic signals on 19th Street Jct., on the Oregon Coast Highway in Douglas County was completed by the contractor, Steeck Electric Company on May 19, 1961, but has not as yet been accepted by the Commission.

Final payment in the amount of $748.75 will be released to the contractor after acceptance by the Commission. The total contract amount is $5,990.00, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Steeck Electric Co.,
P. O. Box 1243
Medford
Oregon

J Cook

RECEIVED
JUN 5 1961

FOR FILING
10-1507

5815

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 1, 1961

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments Engineer
OFFICE

Steeck Electric Company completed work on the Reedsport Traffic Signal Installation Project on the Oregon Coast Highway in Douglas County, Contract #5815 (State Project), on May 19, 1961.

Will you please secure authority from the Commission to pay the final estimate on this job.

Ivan D. Merchant
Bridge Engineer

NOTED
FLOYD QUERY

nk

cc: Floyd Query

NOTED ON CARD
dc

RECEIVED
FEB 24 1961
FORM E-20 COM 7-60 29385
FOR FILING

10-1607

5815

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 23, 1961

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments Engineer
OFFICE

Steeck Electric Company started work on Reedsport Traffic Signals, Contract #5815 (State Project), on February 21, 1961.

Ivan D. Merchant
Bridge Engineer

CAG:nk

cc: Floyd Query

RECEIVED
FORM 2-120
1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

10-1607

5815

January 16, 1961

Steeck Electric Company
P. O. Box 1243
Medford
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> **Contract #5815, awarded December 12, 1960, for Reedsport traffic signals at 19th St. on the Oregon Coast Highway in Douglas County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

R

RECEIVED
DEC 5 - 1960
FOR FILING

W-7655

F 5415

December 2, 1960

Mr. I. G. Johnson
City Recorder
City Hall
Reedsport, Oregon

Dear Sir:

We are enclosing for the records and files of the City of Reedsport a fully executed copy of a Cooperative Agreement between the State Highway Commission and the City of Reedsport covering Traffic Signal Installation on the Intersection of 19th Street and the Oregon Coast Highway in the City of Reedsport.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
DEC 5 - 1960
FOR FILING

10 1607

5413

MISC. CONTRACTS and
AGREEMENTS No. 3307

Salem, Oregon
December 2, 1960

Cooperative Agreement
Traffic Signal Installation
Intersection of 19th Street
and Oregon Coast Highway
City of Reedsport

Mr. C. G. Swenson
County & City Relations Engineer
Office

Attached is a conformed copy of a cooperative agreement with the City of Reedsport covering traffic signal installation on the intersection of 19th Street and Oregon Coast Highway in the City of Reedsport.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, City of Reedsport, Oregon.

Secretary

Attach:
rn

FORM E-123-X 75M 1-59

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, ~~SECRETARY~~
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

10-1617

59115

November 22, 1960

Mr. I. G. Johnson
City Recorder
City Hall
Reedsport

Dear Mr. Johnson:

This is to acknowledge receipt of the agreements and an advance deposit in the amount of $2,700 covering the installation of traffic signals at the intersection of 19th Street and the Oregon Coast Highway in Reedsport.

I am enclosing for your information and files a copy of the plans and specifications for this project. Bids on this project will be opened on December 9, 1960.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Original signed
C. G. Swenson

C. G. Swenson
County and City Relations Engineer

CGS:mm

cc: G. S. Paxson
Victor Wolfe
F. B. Crandall, attention Val Johnson

RECEIVED
NOV 25 1960
[illegible]
STATE HIGHWAY ENGINEER

FORM E-30X 50M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

[illegible]

[illegible]

Salem, Oregon
November 21, 1960

To: Mr. G. S. Paxson
OFFICE

SUBJECT: Cooperative Agreement
Traffic Signal Installation,
Intersection of 19th Street
and Oregon Coast Highway (US 101),
City of Reedsport

Attached are three copies of an agreement covering the subject project. Two copies have been signed by the city and are now ready for signature by the Highway Commission. Both of these copies require your signature of approval.

This project was approved by the Highway Commission on August 18, 1960.

C. G. S.
C. G. Swenson
County & City Relations Engineer

CGS:mm
Att.

cc: Victor Wolfe

PS: Required advance deposit was received from City of Reedsport this date.
CGS

REC[illegible]AL
G S Paxson
Assistant State Highway Engineer

[illegible]
DATE 8-18-60 Minute Page 27
Floyd Query
Secretary

RECEIVED
NOV 23 1960
FOR FILING
11-1607

2415

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 21, 1960

To: Mr. C. M. Maison, Auditor
OFFICE

SUBJECT: Advance Deposit, Traffic Signal, Intersection 19th Street and Winchester Avenue (US 101), City of Reedsport

Attached is a check in the amount of $2,700 from the city of Reedsport which is the city's advance deposit on its share of the cost of installing traffic signals at the intersection of 19th Street and the Oregon Coast Highway.

Original Signed
C. G. Swenson

C. G. Swenson
County & City Relations Engineer

CGS:mm
Att.

cc: F. B. Crandall,
Attention Val Johnson

Ivan Merchant
Attention C. A. Gardner

Victor Wolfe

RECEIVED
NOV 24 1960

NOTED
V. D. WOLFE

RECEIVED
OCT [illegible] 1960
FOR FILING
11-16-[illegible]
2713

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
October 27, 1960

SUBJECT: State-City Agreement
Proposed Traffic Signal Installation
Winchester Ave. (US101) at 19th St.
Reedsport

To: C. S. Swenson
County-City Relations Engineer
OFFICE

There are attached ten copies of an agreement covering the installation of traffic signals at the intersection of Winchester Avenue (US101) and 19th Street in the city of Reedsport. This installation was approved by the Highway Commission at its meeting on August 18, 1960.

These agreements have been checked and found correct. Will you please care for their further processing.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

VPJ:pk
Attachments
cc: G. S. Paxson

RECEIVED

RECEIVED
OCT . 1 1960
FORM E-30X 50M 7-59 22125
FOR FILING

11-1667

5715

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 11, 1960

SUBJECT: Preparation of State-City Agreement
Traffic Signal Installation
Winchester Ave. (US101) @ 19th St.
Reedsport

To:

L. I. Lindas
Chief Counsel
Building

The State Highway Commission at its meeting on August 18 approved the installation of a traffic signal at the intersection of Winchester Avenue and 19th Street in the city of Reedsport. Will you prepare the necessary State-City agreement. In the way of material to be included in the agreement I offer the following:

1. The highway involved is the Oregon Coast Highway, No. 9, US101, which is routed over Winchester Avenue through the city of Reedsport.

2. The intersection involved is that of Winchester Avenue and 19th Street.

3. It is planned to install a semi-actuated traffic signal at this intersection in accord with the attached plans.

4. The installation is estimated to cost $5,400.

5. The State shall make the installation, either with its own forces or by contract, and in the first instance pay all the costs thereof. The final cost shall be shared equally between the City and the State.

6. The City, when returning the final agreements, shall submit to the State its check for one-half the estimated cost of the installation.

7. The City shall maintain the traffic signal after installation and pay for all electrical energy consumed. The City shall make no changes in the timing program established for this signal without prior approval in writing from the State.

8. It is agreed between the two parties of this contract that at such time as the material installed under this agreement is in need of replacement, the cost of such shall be shared on the same basis as the original installation.

If, after preparation of this agreement, you will submit it to this office we will check them and care for further processing.

V. B. Johnson

F. B. Crandall
Traffic Engineer

VBJ:njc

Attachments

cc: G. S. Paxson
C. G. Swenson

RECEIVED
OCT 12 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP - 8 1960
FOR FILING
16-1607

5415

4p

August 22, 1960

Mr. William Jayne, City Attorney
City of Reedsport
City Hall
Reedsport, Oregon

Dear Mr. Jayne:

The State Highway Commission at its meeting on August 18 authorized the installation of semi-actuated traffic signals at the intersection of the Oregon Coast Highway and 19th Street in the city of Reedsport. The installation was approved with the understanding that the City is to pay one-half of the cost of the installation, or $2,700, and provide all future maintenance and necessary power.

An appropriate agreement is being prepared and will be sent to you for approval.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

cc: G. S. Paxson
Al Head

RECEIVED
AUG 17 1960
FOR FILING

90-7607

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August 15, 1960

Oregon State Highway Commission

Gentlemen:

For almost a year we have been engaged in discussion with the City of Reedsport in regard to traffic conditions at the intersection of Winchester Avenue (Oregon Coast Highway) and 19th Street in the southerly part of the city. At this location, the Oregon Coast Highway is four-lane in width and 19th Street forms a four-way intersection with considerable business culture in the immediate vicinity of the intersection.

Investigation disclosed that the installation of traffic signals is warranted at this intersection. Because of the relatively light cross-street volume signals installed at this intersection should be of the semi-actuated type.

It is recommended that semi-actuated traffic signals be installed at the intersection of the Oregon Coast Highway and 19th Street in the city of Reedsport. The installation is estimated to cost $5,400 and under standard policy the City would pay one-half of the cost of the installation and care for all future maintenance and power consumption. Sufficient funds have been provided in the 1960 Minor Betterment Budget for Traffic Signal Projects to be selected to cover the State's share of the cost of installation. Your approval is recommended.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc: Mr. G. S. Paxson
Mr. F. B. Crandall
VPJ:pk ms

RECEIVED
1960
FOR FILING

11-1607

5915

WM. JAYNE
CITY ATTORNEY

H. M. McCABE
CHIEF OF POLICE

ROY HENDERSON
MAYOR

ART TOLLEFSON
WATER SUPT.

I. G. JOHNSON
RECORDER

CITY OF REEDSPORT
REEDSPORT, OREGON

August 9, 1960

Mr. G. S. Paxson
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Re: City of Reedsport - Winchester
Avenue and 19th Street light

Dear Mr. Paxson:

Last evening at the city council meeting the council voted to go with the Highway Department for the installation of a semi-actuated traffic signal at this intersection and agreed to pay one-half of the cost of said installation and to care for future maintenance and power consumption.

We would certainly appreciate your expediting this matter, if at all possible, as the council feels it would be a considerable benefit to have the light installed by the time school commences.

If we can be of any further assistance to you in this matter, please do not hesitate to call on us.

Very truly yours,

William Jayne
WILLIAM JAYNE

WJ:je

Copy to Cr [illegible]
8/11/60

RECEIVED
AUG 10 1960
OREGON
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

RECEIVED
AUG 10 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 13 1960
FOR FILING

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July 12, 1960

700
713

Mr. William Jayne
City Attorney
City of Reedsport
Reedsport, Oregon

Dear Mr. Jayne:

On June 7, 1960, you wrote to this office requesting that a representative contact you in regard to the traffic situation at the intersection of Winchester Avenue and 19th Street in the city of Reedsport. On June 24, a representative discussed this matter with you and Mr. I. C. Johnson, City Recorder.

During the discussion, consideration was given to restricted sight distance at this intersection for traffic on US101 by reason of the vertical curve to the north of the intersection. Consideration was given also to the fact that a traffic signal at this intersection might cause some difficulty by reason of stopping log trucks on the grade on US101 and because of the relatively heavy left turn off US101. There was considerable discussion of the possibility of installing a flashing beacon rather than a standard traffic signal at this intersection.

A flashing beacon at this intersection would provide certain benefits in that it would mark the intersection and make it more prominent for those drivers traveling on US101. However, it is not believed that a flashing beacon would provide an adequate solution to the problem at this intersection.

It is believed that maximum benefit would be obtained from the installation of a semi-actuated traffic signal as contained in our letter of January 28, 1960. Such a signal is estimated to cost $5,400, and under the normal policy of the State Highway Commission, the City would be asked to pay one-half the cost of the installation and to care for future maintenance and power consumption. If such an arrangement meets with the approval of city officials, I would be happy to present it to the State Highway Commission for its consideration.

Will you please advise me of the reaction of the city officials to the above proposal.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc to: Mr. W. C. Williams
Mr. F. B. Crandall
Mr. P. M. Stephenson
Mr. F. D. Morgan

VPJ:pk ae

FORM E-30X 50M 7-59 22125

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 29, 1960

SUBJECT: Traffic Signal Request
Winchester Avenue (US101) at 19th Street
Reedsport

To: L. E. George
Traffic Operations Engr.
Office

An investigation and survey was conducted at the above mentioned intersection on June 24, 1960. The writer contacted Mr. William Jayne, City Attorney, and Mr. I. G. Johnson, City Recorder, Reedsport, during the course of the investigation.

The investigation and survey was made at the request of Mr. Jayne in a letter to Mr. P. M. Stephenson, Assistant State Highway Engineer, dated June 7, 1960, in which he requested that this Department recommend the type of signal operation most feasible relative to the contour and lay of the highway. The attached letter to Mr. Jayne expresses these recommendations.

The intersection investigated is a four-way type. The west approach on the highway is on a vertical rise which tends to make the intersection an element of surprise to motorists. The east approach offers unlimited sight distance. The highway has four lanes with parallel parking permitted on both sides and has a two foot median in the center consisting of raised asphaltic markers. Both legs of 19th Street are graveled, however, the City is in the process of paving the south approach. Parallel parking is permitted on both sides of 19th Street.

The area surrounding the intersection consists of shopping developments and a service station. The posted speed limit on both highway approaches is 35 MPH.

Because of the vertical rise on the west approach to the intersection, the crosswalk is hidden from the driver's view until he is within 300 feet of the intersection. A pedestrian in the west crosswalk first comes into view from a distance of 1,200 feet east of the intersection which, at the posted speed limit, would permit a driver 23 seconds in which to stop his vehicle.

Mr. Johnson stated that during certain periods of the year, due to the sun's location, color indications of a signal would not be visible to traffic on the west approach. This is entirely possible because on this approach the vertical rise is enough to provide only a sky background and with the sun behind it, it would be difficult to distinguish colors. Mr. Johnson also pointed out that a signal at this intersection would possibly cause trouble to log trucks stopping on the vertical grade. He further stated that there was a considerable west to north movement that would cause congestion at the intersection during the peak hours.

It is the City's thinking that a traffic signal at this location would create more hazards than now exist, and that a flashing beacon would be more appropriate. The merchants in the intersection area and the Jay-C-Ettes are in favor of the traffic signal. The writer stated that a recommendation would be sent to the City.

William R. Zirbes
William R. Zirbes
Signal Engineer

WRZ:jj
Attachment

JUNE 1960

JUNE 1960

TYPICAL VIEWS
The Oregon Coast Highway-Reedsport

1. On US101 0.5 mile north of Nineteenth Street.
2. On US101 0.25 mile north of Nineteenth Street.

WM. JAYNE
CITY ATTORNEY

H. M. McCABE
CHIEF OF POLICE

ROY HENDERSON
MAYOR

ART TOLLEFSON
WATER SUPT.

I. G. JOHNSON
RECORDER

CITY OF REEDSPORT

REEDSPORT, OREGON

REFERRED TO 6/10/60
George

June 7, 1960

Mr. P. M. Stephenson
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Re: Traffic Signal at Winchester Avenue
and 19 Street, City of Reedsport

Dear Mr. Stephenson:

As you will recall, we have had considerable correspondence with you in regards to traffic control on 19 Street and Winchester Avenue in the City of Reedsport. At the last writing from your department you stated that the state would erect a traffic light at the intersection. It was also stated that the cost would be between $5,000 and $6,000 and the City of Reedsport would have to bear one half of this cost plus the cost of maintaining the light after its installation.

The City was short of funds and was in the process of asking the voters for an increase in its tax base which was done and which tax base was increased and, therefore, the City of Reedsport is now in a position to go ahead financially on this project.

At the City Council meeting last evening it was again discussed and it was requested that I write a letter to you asking that the Highway Department send a traffic engineer to Reedsport to make a survey and recommendation of what type of stop light and control would be most effective and feasible relative to the contour and lay of the highway at this intersection.

In the event that you are not aware of a fatality incurred at this intersection, approximately two weeks ago a pedestrian was killed while crossing the highway.

The Council and the people of the community feel that this is an emergency situation and it would be greatly appreciated if we could receive immediate help and action from your department. X

Thanking you kindly for your cooperation in this matter, I remain

Very truly yours,

William Jayne
WILLIAM JAYNE

WJ:je

RECEIVED
JUN 9 1960
TRAFFIC ENGINEERING

NOTED
TRAFFIC CONTROL
ENGR.

#111

RECEIVED
MAR [illegible] 1960

FOR FILING

10-1607

5915

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 8, 1960

SUBJECT: Traffic Signal in Reedsport

To: Memo to File

70
713

Mr. William Jayne, City Attorney of Reedsport called me this date and gave me the following information.

He stated that the letter that he had written on February 12 re a proposed traffic signal at Winchester Avenue and 19th Street did not now reflect the thinking of the City Council; in other words, it had changed its mind. He asked that we ignore his letter and take no action until we heard from him. He indicated that the somewhat more elaborate proposal that we had made would probably be acceptable.

Forrest Cooper
Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. F. B. Crandall

NOTED

RECEIVED
MAR 7 1950
FOR FILING

11-1669

5915

March 4, 1960

712

Mr. Bob Sund
1941 Winchester Avenue
Reedsport, Oregon

Dear Mr. Sund:

Senator Dan Dimick phoned me today, asking that I furnish you with the petitions and letters submitted by residents of Reedsport in connection with their request for a traffic light at 19th and Winchester Avenues. I am attaching prints from these letters.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

cc Senator Dan Dimick

WM. JAYNE
CITY ATTORNEY

H. M. McCABE
CHIEF OF POLICE

ROY HENDERSON
MAYOR

AR OLLEFSON
WATER SUPT.

I. G. JOHNSON
RECORDER

CITY OF REEDSPORT

REEDSPORT, OREGON

February 12, 1960

Mr. P. M. Stephenson
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Re: Proposed traffic signal at
Winchester Avenue and 19th Street

Dear Mr. Stephenson:

Your letter of October 9 relative to the above subject traffic light has been discussed quite thoroughly among the Council and naturally the element of cost was a great concern to the Council.

Another suggestion was offered that may take care of the problem if the Highway Department was in agreement with the City. The Council requested that I write the Highway Department and request that they install "No Left Turn" signs in the middle of the intersection prohibiting left turns from any of the four ways involved in said intersection. It is felt that with "No Left Turn" signs the danger would be greatly reduced and thus no need for the traffic light.

I am enclosing a rough sketch to give you some idea of what I am talking about although I am no artist.

Please consider this letter a request from the City of Reedsport to the State Highway Department for the erection of signs.

Thanking you very kindly for your cooperation in this matter, I remain,

Very truly yours,

William Jayne

WILLIAM JAYNE

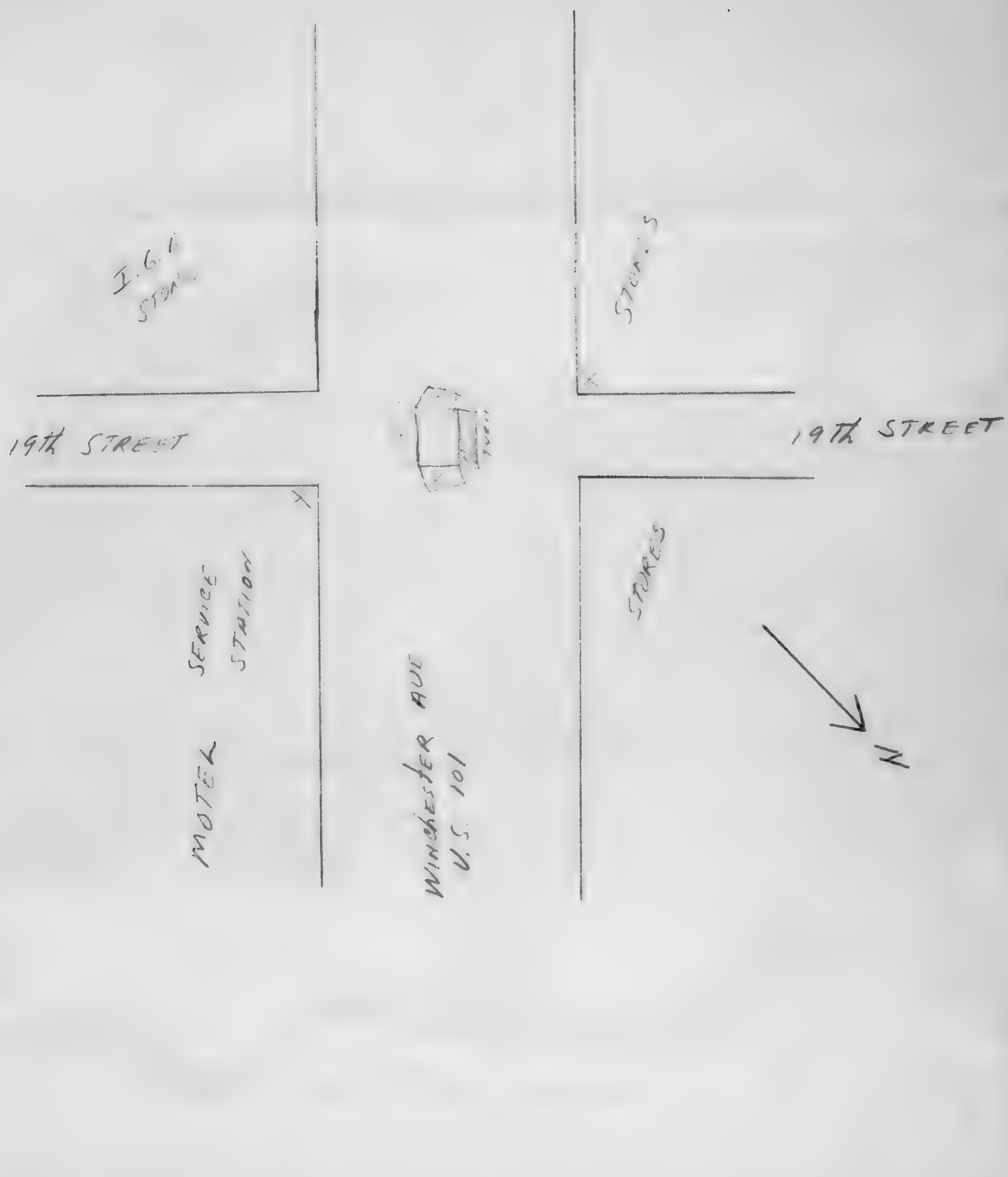
WJ:je
Enclosure

RECEIVED
FEB 16 1960
TRAFFIC ENGINEERING

RECEIVED
FEB 15 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 15 1960
OREGON
STATE HIGHWAY COMMISSION

NOTED
ASS'T TRAFFIC ENGR.


I.G.A
STORE
STORES
19th STREET
19th STREET
SERVICE
STATION
MOTEL
Winchester AVE
U.S. 101
STORES
N

RECEIVED
JAN 29 1960
FOR FILING

10-1607

3915

January 28, 1960

Mrs. Heinz Kaufmann
Jay-C-ette
2378 Arthur Drive
Reedsport, Oregon

7/3

Dear Mrs. Kaufmann:

I have your letter of January 27 concerning the proposed traffic signal at the intersection of 19th and Winchester in Reedsport. We investigated this matter last fall and found that the traffic situation was such as to warrant the installation of a signal.

This location is within the city of Reedsport and in such cases it has been the policy of the State Highway Commission for many years to cooperate with cities in traffic control. Under date of October 9, 1959, we advised Mr. William Jayne, City Attorney, of our findings and agreed to present the matter to the Highway Commission if the City would advise us that it would bear one-half of the cost of installation and would care for the future maintenance and power necessary to operate the system. We estimated at that time that the signals would cost $5,400, of which the City's share would be $2,700. We have no further word from the City.

As to raising money, I am sorry I can not advise you; in fact, it would be presumptuous for us to meddle into such a matter as it is entirely a local concern.

I appreciate your interest in the matter and assure you that our offer of October 9 is still in effect.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
cc Mr. W. C. Williams
Mr. F. B. Crandall

Mrs. Heinz Kaufmann
2378 Arthur Drive
Reedsport, Oregon
Jan. 27, 1960

State Highway Commission
Salem, Oregon

Dear Sir:

I'm writing to question about the stop and go light in our town. At the intersection 19th and Winchester.

I haven't heard to much about what has been said or done up to now. I know it has been a needed thing for a long time. With the letters you have received shows only part of the people involved that know how dangerous that intersection is. Every one says that some thing has to be done. Even the new people that move to our town question about that intersection.

If the lights require money fron the city. I would like to know what amount they would have to pay, becouse I know from being at their meetings that their financial standings aren't as high as they should be. So I don't know just how much money they could pay on the lights. I was wondering if it is a lot of money, maybe you could suggest some way or so that we(The Jay-C-ett) could help raise the money. Reedsport is not a prosperous town in money situation as some towns. We are a poor town becouse there is so many things that should be done to develope it into a town that people would want to live. We are way behind. One thing you will note that we are the highest taxed town in Oregon. That takes a lot of money from the people, where if we had some of that extra meney,Maybe we could have gotten the light before now.

I will appreciate a letter from you and send some suggestions for Making Money to help the city on the big needed project.

Yours truly,

Mrs. Heinz Kaufmann
Mrs. Heinz Kaufmann
Reedsport,Jay-C-ette

[illegible]

RECEIVED
STATE [illegible] ENGINEER

RECEIVED
JAN 28 1960
OREGON
STATE HIGHWAY COMMISSION

R

RECEIVED
OCT 21 1959
FOR FILING

16-1667

5415

October 9, 1959

Mr. William Jayne
City Attorney
City of Reedsport
City Hall
Reedsport, Oregon

713

Dear Mr. Jayne:

In response to your letter of August 27, 1959, we have completed an investigation of the warrant for and cost of the installation of traffic signals at the intersection of Winchester Avenue and 19th Street in the city of Reedsport. Our investigation discloses that the installation of semiactuated traffic signals is warranted at this intersection.

It is estimated that the installation of signals at this intersection will cost $5,400. Under the standard policy of the State Highway Commission, it will be necessary for the City of Reedsport to pay for one-half the cost of the initial installation and to care for all future maintenance and power consumption. If this meets with the approval of City officials and you will so inform me, I will be pleased to present the matter to the State Highway Commission for its consideration.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

cc Mr. W. C. Williams
Mr. F. B. Crandall

VPJ:pk:gm

NOTED

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
October, 1959

INVESTIGATION OF WARRANT FOR TRAFFIC SIGNALS
Winchester Avenue (US101) at 19th Street
Reedsport

Recommendation:

As a result of this investigation, it is recommended that a semi-actuated traffic signal be installed at the intersection of Winchester Avenue (US101) and 19th Street in the city of Reedsport.

Historical Background:

This investigation and report is in response to a request from the City of Reedsport and from a number of residents of Reedsport.

Investigation:

The point investigated is a four-way intersection near the southerly limits of Reedsport. Winchester Avenue is 64 feet in width and carries four lanes of traffic, plus parallel parking on either side of the street. There is a four foot jiggle bar median in the center of Winchester Avenue. There are business establishments in all quadrants of the intersection. Approximately one block to the north of the intersection investigated is a crest of a vertical curve. For this reason, the intersection is somewhat of a surprise element for southbound drivers. The indicated speed in this section of Winchester Avenue is 35 MPH.

A 16-hour vehicle and pedestrian count was taken at this intersection on Wednesday, September 16, 1959. The computed 24-hour volume entering the intersection was 8,185 vehicles, with 598 vehicles or seven percent of the total entering from 19th Street. During the 16-hour period of count, 388 pedestrians crossed Winchester Avenue.

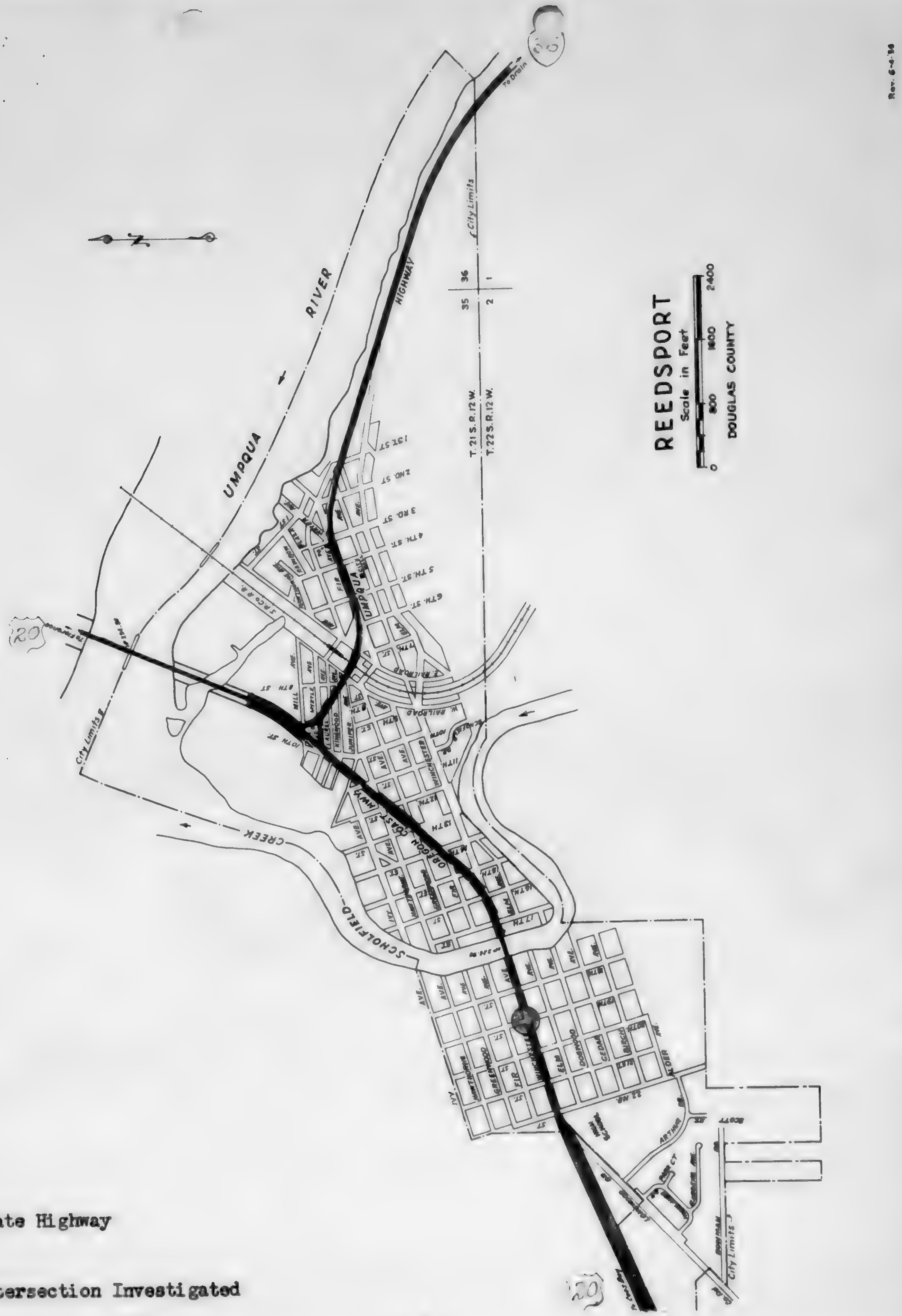
During the period from January 1, 1954 to July 31, 1959, there were 12 reported accidents at this intersection. All of the accidents involved property damage only. Five of the accidents were of a type that might have been prevented by a traffic signal.

In the following tabulation, conditions at this intersection are compared with the standards warrants for signalization.

Item	US101 & 19th	Minimum Warrant
Total Volume Warrant:		
Ave. Hourly Total Volume (Max. 8 Hrs.)	584	500
Ave. Hourly Cross-Street Volume (Max. 8 Hrs.)	53	125
Pedestrian Warrant:		
Ave. Hourly Ped. Volume Across Main Street (Max. 8 Hrs.)	36	125
Ave. Hourly Veh. Volume on Main Street (Max. 8 Hrs.)	527	300
Interruption of Continuous Traffic Warrant:		
Ave. Hourly Veh. Volume on Main Street (Max. 8 Hrs.)	539	50
Ave. Hourly Combined Volume Across Main Street (Max. 8 Hrs.)	78	500
Accident Warrant:		
Preventable Accidents (Last 12 Months)	0	5

As can be seen from the tabulation, only the Interruption of Continuous Traffic Warrant is met, although the total volume warrant is closely approached. Because of the low side-street volume, it is recommended that a semi-actuated traffic signal be installed at this intersection.

VPJ:pk


REEDSPORT
Scale in Feet
0
800
1600
2400
DOUGLAS COUNTY
Rev. 6-4-38
N
UMPQUA RIVER
UMPQUA HIGHWAY
OREGON COAST HWY
SCHOFIELD CREEK
City Limits
T.21S.R.12W.
T.22S.R.12W.
35
36
2
1
38
20
To Drain

▬ State Highway

● Intersection Investigated

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE Wednesday

DAY OF WEEK Sept. 16, 1959

ACTUAL COUNT (VEH.) 16 HRS.

HOURS COUNTED 6 AM - 10 PM

PEDESTRIAN COUNT 16 HRS.

HOURS COUNTED 6 AM - 10 PM

WEATHER Clear

CITY OF Reedsport

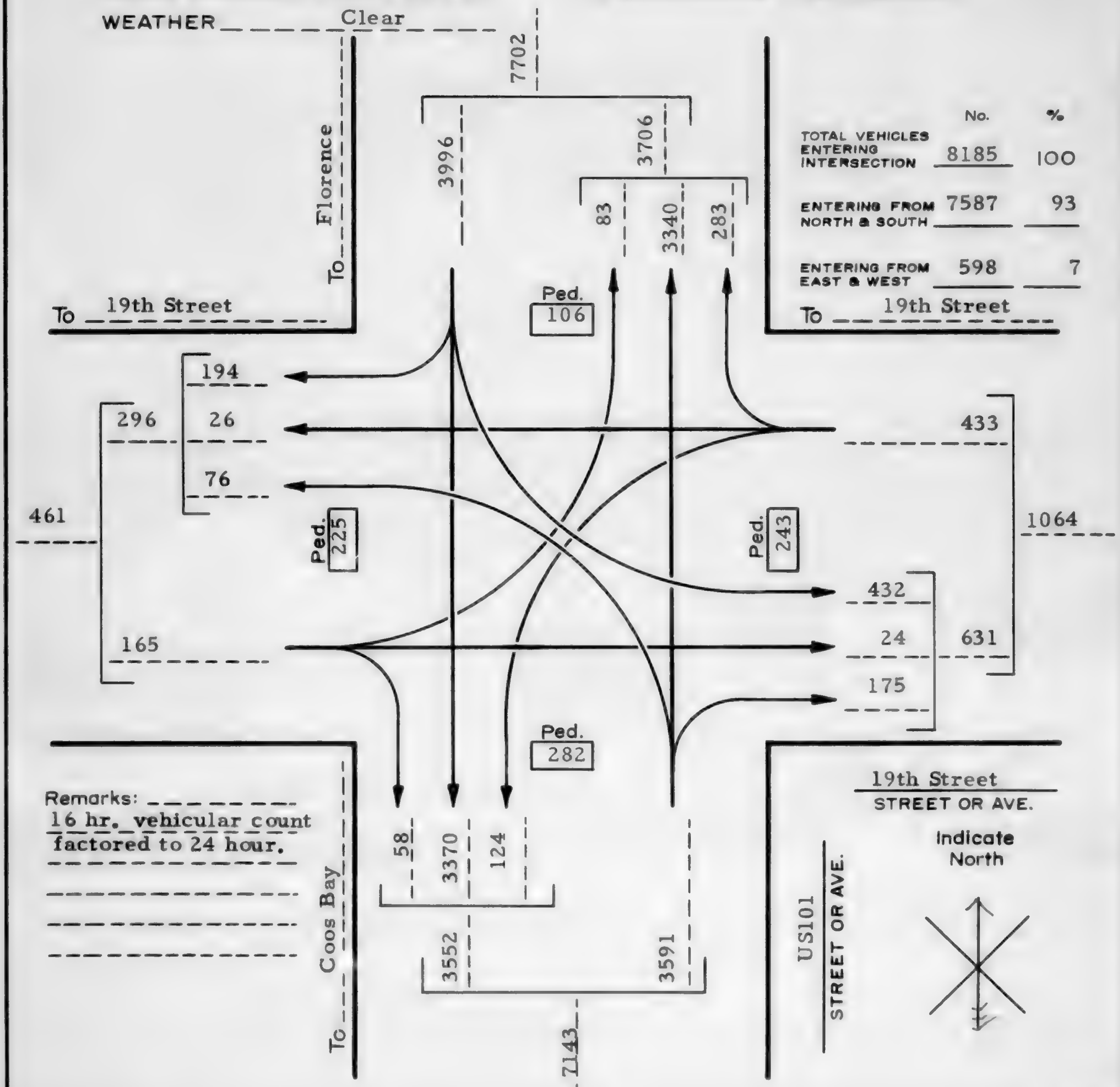
INTERSECTION OF Oregon Coast Hwy., US101

AND 19th Street

STATION NO.

CODE NO.

CLASSIFICATION All Vehicles


7702
3996
3706
83
3340
283
To Florence
To 19th Street
To 19th Street
Ped. 106
194
296
26
76
461
Ped. 225
Ped. 243
433
1064
432
24
631
175
165
Ped. 282
58
3370
124
3552
3591
7143
To Coos Bay
19th Street
STREET OR AVE.
US101
STREET OR AVE.
Indicate North

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	8185	100
ENTERING FROM NORTH & SOUTH	7587	93
ENTERING FROM EAST & WEST	598	7

Remarks:
16 hr. vehicular count
factored to 24 hour.

Form E-48—2M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date Sept. 16, 1959
Day of week Wednesday
Hours counted 6 AM - 10 PM
Weather Clear

Classification All Vehicles

	TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL			
A. M.	6:00– 7:00	3	10	2	2	52	119	1	1	2	2	2	4	200	182	91	18
	7:00– 8:00	2	9	5	10	125	219			1	6	1	3	381	360	94	21
	8:00– 9:00	5	5	6	7	147	222		1	5	15	4	3	420	398	95	22
	9:00–10:00	20	4	5	3	152	177	2	1	2	8	8	5	387	367	95	20
	10:00–11:00	33	18	11	3	165	188	2	2	4	7	2	9	444	413	93	31
	11:00–12:00	28	17	9	3	213	210	2	1	4	13	2	4	506	477	94	29
P. M.	12:00– 1:00	30	23	19	3	228	246	1	3	13	10	6	8	590	541	92	49
	1:00– 2:00	21	12	7	2	205	223		2	8	10	5	2	497	468	94	29
	2:00– 3:00	30	13	12	7	206	213	3	1	3	11	4	5	508	477	94	31
	3:00– 4:00	44	28	12	7	249	234	4	1	14	12	6	9	620	560	90	60
	4:00– 5:00	49	28	21	7	331	217	1	2	14	18	3	2	693	638	92	55
	5:00– 6:00	56	28	28	8	320	223	5	3	18	11	3	1	704	639	91	65
	6:00– 7:00	40	23	21	5	225	202	1	1	11	16	5	8	558	512	92	46
	7:00– 8:00	19	28	4	3	174	111	2	3	9	12	1	4	370	324	88	46
	8:00– 9:00	7	8	5	5	129	118			1	5	1		279	264	95	15
	9:00–10:00	6	3	9		143	114			4	3		2	284	277	98	7
	10:00–11:00																
	11:00–12:00																
A. M.	12:00– 1:00																
	1:00– 2:00																
	2:00– 3:00																
	3:00– 4:00																
	4:00– 5:00																
	5:00– 6:00																
24-Hour total		432	283	194	83	3370	3340	26	24	124	175	58	76	8185	7587	93	598
16-Hour total		393	257	176	75	3064	3036	24	22	113	159	53	69	7441	6897	93	544
-Hour total																	
Control																	
Factor																	

US101 St. is North and South
19th Street St. is East and West

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of Reedsport

Intersection Oregon Coast Highway, US101

Station number and 19th Street

Code number

Classification All Vehicles

South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS North	SUMMARY BY LEGS East	SUMMARY BY LEGS West	SUMMARY BY LEGS South	PEDESTRIANS USING CROSSWALKS North	PEDESTRIANS USING CROSSWALKS East	PEDESTRIANS USING CROSSWALKS West	PEDESTRIANS USING CROSSWALKS South
2	2	4	200	182	91	18	9					2	9	3	12
6	1	3	381	360	94	21	6					2	21	17	16
15	4	3	420	398	95	22	5					1	22	3	9
8	8	5	387	367	95	20	5					5	15	6	12
7	2	9	444	413	93	31	7					9	11	18	24
13	2	4	506	477	94	29	6					14	12	12	18
10	6	8	590	541	92	49	8					5	11	27	27
10	5	2	497	468	94	29	6					3	8	19	22
11	4	5	508	477	94	31	6					4	27	17	23
12	6	9	620	560	90	60	10					15	38	39	46
18	3	2	693	638	92	55	8					18	10	20	19
11	3	1	704	639	91	65	9					18	21	16	21
16	5	8	558	512	92	46	8					6	13	15	14
12	1	4	370	324	88	46	12					4	12	5	19
5	1		279	264	95	15	5						3	2	
3		2	284	277	98	7	2						10	6	
75	58	76	8185	7587	93	598	7	7702	1064	461	7143				
59	53	69	7441	6897	93	544	7	7001	968	419	6494	106	243	225	282

Tabulated by

Computed by

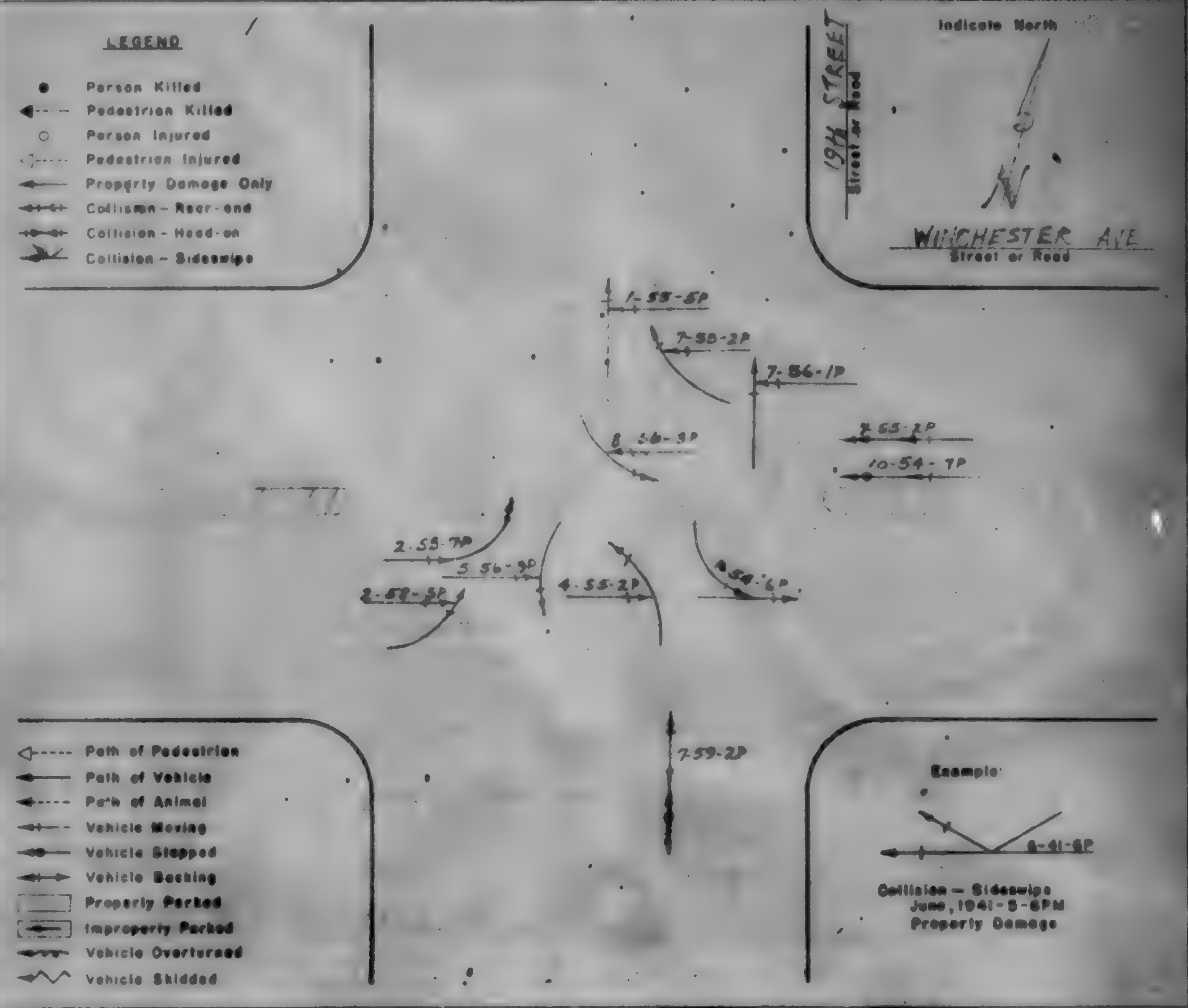
Checked by

Checked by

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of REEDSPORT County DOUGLAS
Intersection of WINCHESTER AVE and 19th STREET
Highway Number 9 (US101)
Period Covered 8-1-54 to 7-31-59
Compiled by LD Drawn by Date 8-31-59


LEGEND
Person Killed
Pedestrian Killed
Person Injured
Pedestrian Injured
Property Damage Only
Collision - Rear-end
Collision - Head-on
Collision - Sideswipe
19th STREET
Street or Road
Indicate North
N
WINCHESTER AVE
Street or Road
1-55-5P
7-58-2P
7-56-1P
8-56-9P
7-55-2P
10-54-7P
2-55-7P
5-56-9P
2-55-5P
4-55-2P
8-54-6P
7-59-2P
Path of Pedestrian
Path of Vehicle
Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded
Example:
6-41-6P
Collision - Sideswipe
June, 1941 - 5 - 6PM
Property Damage

Collision Type	1954-1955				1956-1957				1958				7MOS-1959				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle			1	1			1	1											2	2
Head-on																				
Rear-end			3	3															3	3
Sideswipe																				
Turning Movement			3	3			2	2			1	1							6	6
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing															1	1			1	1
Misc.																				
TOTAL			7	7			3	3			1	1			1	1			12	12

Form E-260 — 8M — 11-46

1954 - 2
1955 - 5

1956 - 3
1957 - 0

P

RECEIVED
AUG 23 1959
FOR FILING

10-1607

5915

Salem, Oregon
August 28, 1959

Installation of traffic
light, 19th Street and
Winchester Avenue, Reedsport

Mr. F. B. Crandall

Herewith copy of a letter datedAugust 27 from the City Attorney of Reedsport, concerning the installation of a traffic light at 19th Street and Winchester Avenue.

Will you please make the necessary investigation and report both as to the warrant for the signal and the cost of installation.

G. S. Paxson

GSP:gm
Attach.

cc Mr. W. C. Williams

WM. JAYNE
CITY ATTORNEY

H. M. McCABE
CHIEF OF POLICE

ROY HENDERSON
MAYOR

ART TOLLEFSON
WATER SUPT.

I. G. JOHNSON
RECORDER

CITY OF REEDSPORT

REEDSPORT, OREGON

August 27, 1959

Oregon State Highway Commission
Salem, Oregon

Attention Mr. G. S. Paxson

Gentlemen:

Your letter of August 19, 1959, to the City of Reedsport in regards to the traffic light at 19th Street and Winchester Avenue in the city was referred to the city council for their consideration.

The council expressed a willingness to cooperate with the State Highway Commission in erecting such a stop light, however, before definitely committing itself on a cooperative plan the city would like to have a more accurate survey made as to the cost of such an installation.

We would, therefore, appreciate it if the Highway Commission would carry out such a survey and advise us of the results so that the council can make a definite decision as to whether or not to cooperate with the State Highway Commission on the installation of such a light.

Very truly yours,

William Jayne

WILLIAM JAYNE

WJ:je

cc: City Recorder

R[illegible]D
[illegible]

AUG 28 1959

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AUG 27 1959
FOR FILING

10-1699
-
5915

August 27, 1959

Honorable Dan Dimick
318 Pacific Building
Roseburg, Oregon

15[illegible] Winchester Ave.

Dear Senator Dimick:

Your letter of August 26 was received after Mr. Williams' departure for an inspection of the Road Test near Chicago. We have already taken up the matter of participation with Mayor Unger of Reedsport, but have not yet had a reply from him. The normal procedure in these matters is for presentation to the Highway Commission after we have been assured by the city that it would participate in the installation. On approval by the Commission we will draw up an agreement with the City covering the matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. F. B. Crandall

DAN DIMICK
HOME:
2706 WEST ORIOLE DRIVE
ROSEBURG, OREGON
OFFICE:
318 PACIFIC BUILDING
ROSEBURG, OREGON

STATE OF OREGON
OREGON STATE SENATE
SALEM

COMMITTEES:
CHAIRMAN: LABOR AND INDUSTRIES
VICE CHAIRMAN: ALCOHOLIC TRAFFIC
MEMBER: ELECTIONS AND PRIVILEGES
JUDICIARY
PUBLIC HEALTH

August 26, 1959

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Re: Reedsport Traffic Control Light

Dear "Dutch":

Although I do not have copies of the correspondence recently forwarded to you, it is my recollection that the City of Reedsport, in one of the letters, indicated that it was prepared to undertake its payment of its share of the cost. I presume that you may have some standard form that you use in this connection and, if so, if you will take care of the matter at the time that you complete your study and contact the City of Reedsport it will be appreciated.

Thanks again for your past cooperation.

Very truly yours,

Dan Dimick

Dan Dimick
SENATOR

DD:be
cc: Bob Sund
Reedsport, Oregon

RECEIVED
[illegible] 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 27 1959

RECEIVED
AUG 24 1959
FOR FILING

10-1607

5915

August 20, 1959

Honorable Dan Dimick
318 Pacific Building
Roseburg, Oregon

Dear Senator Dimick:

Your letter of August 18 and enclosed correspondence calling attention to the traffic conditions at the intersection of 19th Street and Winchester Avenue in Reedsport has been received. An investigation will be made as to the need for traffic signals.

For a long time it has been the policy of the State Highway Commission to require participation by cities in the cost of the installation of traffic signals. We are now contacting the City to ascertain whether it is interested in the project sufficiently to cooperate in the cost.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Representative Al Flegel
P. O. Box 50
Roseburg, Oregon

Mr. G. S. Paxson
Mr. F. B. Crandall

GSP:gm:ae

RECEIVED
AUG 20 1959
FOR FILING

10 1617

5915

August 19, 1959

Hon. J. A. Unger
Mayor, City of Reedsport
City Hall
Reedsport, Oregon

Dear Mayor Unger:

I have your letter of July 29 concerning the traffic light at the intersection of 19th Street and Winchester Avenue in Reedsport. This location is within the city limits and it has been the policy of the Highway Commission for many years that in such cases the city cooperates to the extent of one-half of the cost of the installation. Without any detailed survey of the site, I would estimate that the total cost would be about $5,000, making the City's share $2,500.

Before making a detailed survey, I would appreciate advice as to whether the City is interested enough in the proposal to cooperate in the installation.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. F. B. Crandall

Crandall

DAN DIMICK
HOME:
2706 WEST ORIOLE DRIVE
ROSEBURG, OREGON
OFFICE:
318 PACIFIC BUILDING
ROSEBURG, OREGON

STATE OF OREGON
OREGON STATE SENATE
SALEM

COMMITTEES:
CHAIRMAN: LABOR AND INDUSTRIES
VICE CHAIRMAN: ALCOHOLIC TRAFFIC
MEMBER: ELECTIONS AND PRIVILEGES
JUDICIARY
PUBLIC HEALTH

August 18, 1959

PLEASE RETURN TO
G. S. PAXSON

W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Re: Traffic Light, Reedsport
Intersection of Winchester Avenue
and Nineteenth Street

Dear "Dutch":

I am enclosing some letters from businessmen, professional men and civic organizations in Reedsport requesting that a traffic control light be installed at the intersection of Nineteenth Street and Winchester Avenue in Reedsport. This material came to my attention on August 14. Upon receiving the information, I drove to Reedsport and made an on the scene check of the situation.

I would like to add my own comments to the remarks made by the Reedsport people, namely, that this particular intersection appears to me to be an exceptionally dangerous one. From my observation, cars traveling south increased their speed going up the hill and upon reaching the top, and while traveling at a relatively high rate of speed, were suddenly confronted with a lot of congestion, both pedestrian and vehicle.

I, of course, do not suggest that I am an engineer, but I will appreciate it if you will have an engineering study made of this problem and, if indicated, join with the City of Reedsport in working out a mutually satisfactory traffic control signal.

Very truly yours,

Dan Dimick

Dan Dimick
Senator

DD:be - Encls.
cc: Representative Al Flegel
PO Box 50
Roseburg, Oregon

RECEIVED
AUG 21 1959
TRAFFIC ENGINEERING

RECEIVED
[illegible] 1959
OFFICE OF
[illegible] ENGINEER

Reedsport Motel
1894 Winchester Ave.
Reedsport, Oregon
July 30, 195

PLEASE RETURN TO
G. S. PAXSON

State Highway Dept.

Dear Sirs:

There has been a great deal of discussion about a stop and go light at the intersection 19th and Winchester.

The subject has been with us for a long while becouse we have people from all over staying in the Motel. They use that intersection for their shoping. They all say that it is such a dangerous place to try and cross. We also have Douglas County road workers that stay in our motel and they also can tell you of the situation that lies with that corner.

We wish to see what can be done before some one is badly hurt. It would be benfit for our town and for the tourtist as well.

Thanks for your time.

Yours truly,

Mr.& Mrs. Ernest Kaufmann
Owner Of Reedsport Motel

Mrs. E. Kaufmann

O.K. AUTO FLOAT TIRES
Rubber Welders...
KEITH THOMPSON
1785 Winchester Ave. Phone CR 1-2870
Reedsport, Oregon

State Highway Dept.

July 30, 1959

PLEASE RETURN TO
G. S. PAXSON

Dear Sirs:

Since living & having a business in City of Reedsport the past ten years the need becomes greater by the day, as business & people increase for a stop Light at 19th and Winchester Ave. We have a Food Center on one side Filling Station then across highway 8 or 10 more business with a lot of foot traffic plus more & more cars & trucks Let us have a stop light at this busy place before a dozen people or children are killed.

Yours Truly.

Keith Thompson

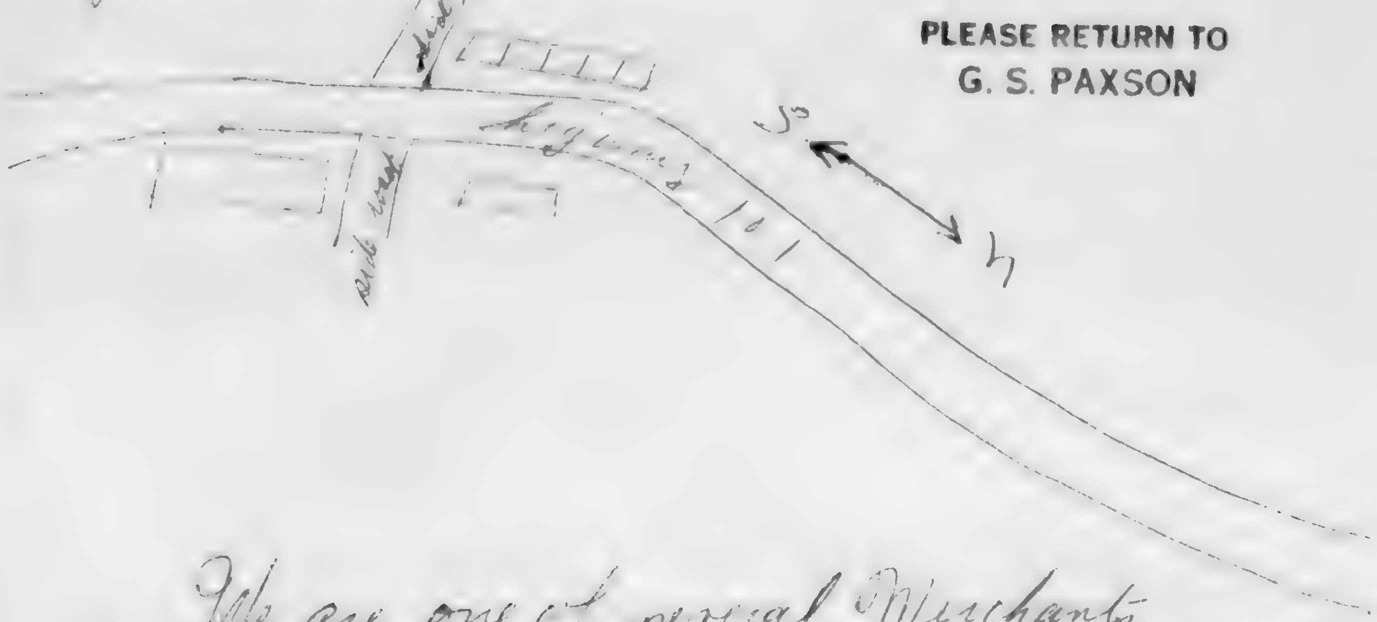
LEY'S VARIETY STORE
451 Fir Avenue
Reedsport, Oregon

4

July 29/59

Dear Sirs

Here is a map hope it will help explain our problem.



PLEASE RETURN TO
G. S. PAXSON

We are one of several Merchants that have a problem that could and will become a tragedy if nothing is done about it.

We are shopping district on highway 101 going South you can not see any one on foot crossing highway untill almost at top of crest.

We desperate need a caution sign or four way stop signal

sincerely
Mr & Mrs George W Ley

LEY'S VARIETY STORE
451 Fir Avenue
Reedsport, Oregon

WM. JAYNE
CITY ATTORNEY

H. M. McCABE
CHIEF OF POLICE

ROY HENDERSON
MAYOR

ART TOLLEFSON
WATER SUPT.

I. G. JOHNSON
RECORDER

CITY OF REEDSPORT

REEDSPORT, OREGON

July 29, 1959

PLEASE RETURN TO
G. S. PAXSON

State Highway Dept.

Dear Sirs:

This letter will be presented to you by the Jay-C-ettes of this City. They have met with the City Council concerning a traffic light at 19th and Winchester Ave.

The Council voted to support this effort, also the Police Chief and his officers, as this is a hazardous corner and some sort of control is needed to protect pedestrians and the traffic as well.

Sincerely,

CITY OF REEDSPORT

J A Unger

J. A. Unger
Mayor, City of Reedsport

H. M. McCabe

H. M. McCabe
Chief of Police

JAU/HMM/nbg

Emery's IGA Stores

FLORENCE • REEDSPORT • SALEM

SAM EMERY • CURT EMERY

"Low Prices Every Day"

Reedsport, Oregon
July 29, 1959

State of Oregon
Highway Department
Salem, Oregon

PLEASE RETURN TO
G. S. PAXSON

Dear Sirs:

The crossing at 19th and Winchester, needs careful consideration. The ordinary markings seem to be of no avail. Each time a person crosses the street it seems to be a mad race to see who will make it across first, the car or pedestrian. Fortunatly no one has been killed yet, but the odds have about run their limit.

We have 16 employees employed here, each crosses the street on the average of twice a day, oncoming cars pay no heed to cross walk markings or to speed signs. Each of us has had some harrowing experience in trying to cross at said intersection and we feel its about time something is done before it costs someone his life.

Please look into this hazardous situation and give it your immediate attention. Thank-you.

In desperation-we remain,

Fred Mantz
Fred Mantz: Manager

br;

Henry O. Burnett
[illegible] Roe
Norma M. C. Roe
Ray E. Bray
[illegible] Ingram
Maria Munger
Mary Beaty

J. P. Piterdorf
Robert Piterdorf
Elaine Lugenbeel
Elenor Dixon
Carol Harrington
Curt Emery
Ivan Lugenbeel
Lorene Carothers
[illegible] McCulloch
Dora Mae Jackson

(near casualty [illegible] [illegible])

(solidly behind you, a customer)
[illegible] L. Compton

HEINZ & GERHARDT KAUFMANN

Sporting Goods

KAUFMANN BROS. SPORTING GOODS
1894 WINCHESTER AVE. - HWY. 101
REEDSPORT, OREGON
"Everything the Sportsmen Need"

HUNTING SUPPLIES

OREGON State Hyway Department
Salem, OREGON

PLEASE RETURN TO
G. S. PAXSON

Dear Sir:

My business is Located on 19th and Winchester. I have been at This Location for 10yrs and have seen many accidents. I for one am in favor of some Kind of Traffic control signal. This is a bad corner especially when cars are parked on each one - Pulling out is dangerous - Someday Something serious will happen.

Thank you

Gerhardt E Kaufmann

ARCHERY - TENNIS - FOOTBALL - BASEBALL - BASKETBALL - TRACK - SWIMMING EQUIPMENT
FISHING TACKLE - FIREARMS - AMMUNITION - BOATS - OUTBOARDS - CAMPING EQUIPMENT

July 27, 1959

PLEASE RETURN TO
G. S. PAXSON

State Highway Commission,

We feel that it is impwrative that we have a stop light on 19th and Winchester. We feel that this corner has more traffic than any other corner in town, that the vision is blocked because of parking, and that speeds are maintained beyond a point of safety because of the uphill grade. Small children use the crossing to and from school with no safe-guard, not even a warning. Traffic does not slow down for a pedestrian in the crosswalk, which is not clearly marked.

Several lives have already been endangered at this corner due to complete lack of safeguards. A small girl was barely missed one day last week when a car was going too fast to be able to slow down after sighting the child in the crosswalk.

Must we wait for a tragic death before we are permitted a very necessary signal light at this treacherous corner?

Yours truly,
Earl M. & Alice R. Robinson

THE UMPQUA GOOD FOOD
1903 WINCHESTER AVE.
REEDSPORT, OREGON

Reedsport, Oregon
July 27, 1959

PLEASE RETURN TO
G. S. PAXSON

Oregon State Highway Department
Salem, Oregon

Dear Sirs:

Having given due consideration to the matter, the Junior Chamber of Commerce of Reedsport, Oregon are unanimously in favor of a "stop and go" light to be installed at the intersection of 19th and Winchester Avenue in Reedsport. We urge expediencyin initiating this project as this is a dangerous intersection and it is only a question of time until a serious accident occurs.

In June of this year, a dog was the victim of a "hit-and-run accident, the vehicle being a truck. We feel that, due to the excessive traffic caused by the heavy shopping traffic in this area and restricted vision caused by the abrupt rise of the street, this could very possibly have been a child or adult.

We hope you will give this matter your immediate consideration.

Sincerely,
Reedsport JayCees

Secretary

PHONE CRESTVIEW 1-3312

P.O. BOX 262

R. W. McLEAN, M. D.
PHYSICIAN AND SURGEON
624 WINCHESTER AVENUE
REEDSPORT, OREGON

July 25, 1959

To The Agency Concerned:

I understand consideration has come up again about the much-needed traffic light at intersection of 19th and Hiway 101.

This has been a perennial problem in Reedsport for the past several years due to the fact that it is the main interection of all Reedsport traffic south of the Schofield Bridge. Furthermore, the hazard and congestion has been increased by the placement of a new office building in such a way that one cannot enter the highway from the North due to unrestrictive parking in front of the new building. Still further aggravated by the sloping grade across the bridge.

You may be assured that it is only a matter of a little time until serious and fatal accidents will occur.

Sincerely,

R. W. McLean, M. D.

R. W. McLean, M. D.

RWM:mh

2409 Arthur Drive
Reedsport, Oregon
July 24, 1959

State Highway
Dept. of Public Safety
Salem, Oregon

Dear Sirs:

We, the Reedsport Garden Club, as a group have discussed a local problem, we believe some sort of traffic signal is needed very much at the intersection of Winchester Avenue, which is also Highway 101, and 19th Street, in Reedsport. It is at the top of a hill which adds to the hazard.

Automobiles cannot enter onto the highway without great difficulty, but the Pedestrians are taking their own life in their hands at times to walk across the intersection and they have to wait and wait for a chance to cross or else brave the traffic and walk out while cars are sill coming, which is often too fast for safety.

This intersection is one of the busiest in town, in addition to the highway traffic and the outlet to lower portion of town, that is the flats where the High School and one Grade School are, as well as a great deal of the Reedsport people reside, a large Super Market is on onecorner and stores and service staions on the others.

Yours truly,

Mrs. D.W. Martin, Pres.
Reedsport Garden Club

FORM E-129 5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 22, 1959

Miss Lois G. Wise
Nina's Style Shop
Reedsport, Oregon

PLEASE RETURN TO
G. S. PAXSON

Dear Madam:

Your letter of July 17 to our Division Engineer in Roseburg, calling to our attention the need for a stop and go light at the intersection of 19th and Winchester Avenue in Reedsport, has been forwarded to this office for investigation.

Let me state that any traffic signal installed on a State Highway within the corporate limits of any city is done so as a joint responsibility of the City and State -- each sharing equally in the cost. Therefore, prior to conducting an investigation, it would be appreciated if you would take this matter up with the City. They would formally request that we give consideration to signalization.

If the intersection meets with the minimum warrants, the State would then need to know if the City were in a position to participate with it on the installation of a signal.

Your interest in traffic safety is appreciated, and I trust that you understand the necessity for routing requests of this nature through the local governmental officials to the Highway Department.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

by J. Al. Head

J. Al. Head
Assistant Traffic Engineer

cc: Frank Morgan
I. G. Johnson, City Recorder

FORM 2-129 5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Roseburg, Oregon
July 21, 1959

Lois G. Wise,
c/o Nina's Style Shop
Reedsport, Oregon

PLEASE RETURN TO
G. S. PAXSON

Dear Madam:

We wish to acknowledge receipt of your letter of July 17th and thank you for calling to our attention the need for a stop and go light on the intersection of 19th and Winchester Ave. in Reedsport.

Copy of your letter has been forwarded to F. B. Crandall, Traffic Engineer in our Salem office. That office will make the necessary investigation regarding necessity of the light and their findings will be reported directly to you.

Very truly yours,

J. F. Putnam

J. F. Putnam
Asst. Division Engineer

dls

I-5-3(16) South Rice Hill Undercrossing
145 South Rice Hill Interchange
#5816 Pacific Highway 1960

RECEIVED
1962

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

1411

May 8, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Overlay of Existing Pavement
Rice Hill-No. Oakland Jct. Section
Pacific Highway
Project No. I-5-3(16)145

Dear Mr. Polk:

On the abovenamed project we have noticed that the existing pavement between Chenoweth Park and Oakland Junction shows signs of distress from excessive deflection. We have made Benkelman Beam tests in this area and are attaching two prints of the report made by our Materials Testing Division. This report shows that the deflections go as high as 0.044 inches.

On the basis of this report, we are recommending that an additional 2 inches of A.C. overlay be placed between Stations 1503 and 1533, making a total of 4" overlay on this section. In addition, isolated spots would have to be dug out and backfilled with suitable material wherever this increased depth would not preclude excessive deflection.

An estimate of the cost of this additional work has been made. This estimate is:

Additional Overlay	$6,630.00
Excavate and Backfill	2,070.00
TOTAL	$8,700.00

This estimate is based on unit bid prices except the excavation of the isolated spots which is based on Force Account rates.

Your concurrence in this additional work is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By F. B. Klaboe
F. B. Klaboe
Assistant Construction Engineer

CHB:bjh
cc: R. L. Porter
G. W. Harra

RECEIVED
MAY 8 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
EB 2 1962
FOR

5816

February 1, 1962

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

ATTENTION: R. N. Mahle

Dear Sir:

Your company appears as surety on the performance bond furnished with our contract #5816, awarded to Sig Andersson for the South Rice Hill Overcrossing on the Rice Hill-North Oakland Jct. Section of Pacific Highway in Douglas County.

This contract was completed on January 9, 1962, and was accepted by the Highway Commission on January 19, 1962. Final payment in the amount of $4,890.02 will be released to the contractor, assigned to General Insurance Co. of America, General Insurance Bldg., Seattle 5, Wash., Attention: Donald E. Spickard, on or after February 8, 1962. The total contract amount is $63,805.12, of which amount $242.00 represents force account items.

No claims for labor or materials have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

by:
C. W. Head, Assistant Secretary

dc

cc: Mr. Sig Andersson
8th & Teakwood
Coos Bay, Oregon

RECEIVED
JG 22 1961

D Cook

COMMISSIONERS
[illegible] McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

5416

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 21, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage, N.E.
Salem, Oregon

Dear Sir:

Sig Andersson (through assignment to General Insurance Company of America and Hamilton and Thoms, Inc.) started work on the South Rice Hill Undercrossing Project on the Pacific Highway in Douglas County, Contract #5816, FAP No. I-5-3(16)145, on August 18, 1961.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

GAG:nk

cc: J. W. Nash
Floyd Query
D. B. Parkes

NOTED ON CARD

RECEIVED
AUG 1 1961
FOR

AIRMAIL

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
SAFECO® INSURANCE COMPANY OF AMERICA
LIFECO® INSURANCE COMPANY OF AMERICA
HOME OFFICES—SEATTLE 5, WASHINGTON

W. L. CAMPBELL
PRESIDENT

5816

July 28, 1961

c/c Oregon State Highway Department
Salem, Oregon
✓ Attention Mr. Floyd Query

Mr. Harry Hamilton
Hamilton and Thoms, Inc.
Box 726
Eugene, Oregon

Dear Mr. Hamilton:

Oregon State Highway Department
Contract #5816, South Rice Hill
Undercrossing Bridge #8852
Our File S-447044 - Sig Andersson

This will acknowledge receipt of your July 24 letter in which you enclosed three executed copies of the subcontract agreement and advise that payment and performance bonds would follow as soon as you receive them from Hanson & Rowland.

We are forwarding copy of this subcontract to the state and suggest that you contact Mr. Elis H. Jones relative to the time of starting work. This contact should be made as promptly as possible inasmuch as the state has already indicated to Mr. Andersson that work should start in the next few days.

We assume that in the event the strike in your area is interfering with your time to start this contract, that you will apply to the state for the necessary extension in starting time.

By copy of this letter going to the Oregon State Highway Department we are informing them that you have executed the subcontract and are attaching copy of their records.

Very truly yours,

Geo. O. Moseley

George O. Moseley
Legal Department
mr

JUL 31 1961

NOTED
FLOYD QUERY

Copy of subcontract agreement to Ivan Merchant 7-31-61

F.Q.

RECEIVED
JUL 10 1961
FOR FILING

5816

D Cook

June 29, 1961

General Insurance Company of America
General Insurance Building
Seattle 5, Washington

Attention: Mr. Paul Bahr
Northwest Division Claims

Gentlemen:

In this morning's mail we received your letter of June 28 confirming a telegram, received yesterday, requesting that no payments be made to Sig Andersson on Contract No. 5791, the Isthmus Slough Bridge, and on Contract No. 5816, South Rice Hill Undercrossing, without your written consent.

Future payments on these contracts will be withheld until we hear from you.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

F:jme

cc: General Insurance Company
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Huggins Insurance Agency
P. O. Box 510
Coos Bay, Oregon

Sig Andersson
8th & Teakwood
Coos Bay, Oregon

C. H. Maison (2)
Ivan Merchant

NOTED ON CARD
dc

W. L. CAMPBELL
PRESIDENT

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
SAFECO® INSURANCE COMPANY OF AMERICA
LIFECO® INSURANCE COMPANY OF AMERICA
HOME OFFICES—SEATTLE 5, WASHINGTON

June 28, 1961

REGISTERED LETTER - RETURN RECEIPT REQUESTED

State of Oregon
Salem, Oregon

Attention: Secretary
State Highway Commission

Gentlemen:

Sig Anderson
Isthmus Slough Bridge No. 1132C
Contract No. 5791
General Insurance Company Bond No. 424792

South Rice Hill U'xing
No. 8852, Contract No. 5816
General Insurance Company Bond No. 447044

Today, we sent you a wire as follows:

> AS SURETY FOR SIG ANDERSON ON THESE CONTRACTS, WE INFORM YOU THE CONTRACTOR IS IN DEFAULT. WE AS SURETY CLAIM A PRIOR RIGHT TO ALL SUMS NOW DUE OR TO BECOME DUE UNDER THIS CONTRACT. PLEASE MAKE NO PAYMENT TO CONTRACTOR OR ANYONE CLAIMING FUNDS BY OR THROUGH HIM WITHOUT OUR WRITTEN CONSENT. LETTER FOLLOWS.

As this wire was just sent, we cannot at this time add a great deal more information. However, we have been advised this contractor has several other jobs pending in the State of Oregon, bonded by a different surety company, and they also are in default.

We are sending a man to Oregon as soon as possible to look into these contracts. You may expect to hear further from us next week.

Our claim to prior right to any monies due or to become due from you to this contractor is based on the indemnity agreement the contractor executed with our company prior to the issuance of these bonds. As you probably know, this agreement contains, among other things, an assignment of the proceeds of these contracts.

We thank you for your co-operation in this matter and wish to assure you we will do everything we can reasonably possible to clear up this situation with the least possible delay and inconvenience to you.

Very truly yours,

Paul Bahr

Paul Bahr
Northwest Division Claims
gn

RECEIVED
JUN 29 1961
OREGON
STATE HIGHWAY COMMISSION

7-7-61

I am Sigurd Anderson of North Bend, Oregon. I have been engaged in the contracting business as a sole owner of my own business for several years. General Insurance Company of America has been surety on my bonds on various projects since 1955. Since December 1960 I have obtained bonding from United Pacific Insurance Company on some contracts.

When I commenced bonding with General Insurance Company in 1955, my wife and I signed a General Application and Agreement of Indemnity for Contract Bonds in favor of General Insurance Company. In this agreement I assigned to General Insurance Company all money due or to become due on any contract for which they were surety in the event of any claim against General Insurance Company on any bond. I hereby ratify and affirm this assignment as well as the other provisions of that agreement.

Recently I have encountered difficulties in financing my construction projects and in paying bills which are due. On June 28 I went to General Insurance Company in Portland and asked for help in paying these bills and making my payrolls.

Sig Anderson

②

The contracts and bonds in which General Insurance Company is involved and may have claims are:

1. Bond 42 47 85 Construction of a Bank Building for the First National Bank of Oregon at Coos Bay Oregon.
2. Bond 42 47 92 Construction of the Isthmus Slough Bridge for the State of Oregon at Coos Bay, Oregon. (5191)
3. Bond 44 70 44 Construction of the South Rice Hill Bridge for the State of Oregon, near Rice Hill, Oregon. (5216)
4. Bond 424527 Construction of the "Q" Street Interchange for the state of Oregon at Eugene, Oregon.

There may be claims with respect to other projects and bonds in which General Insurance Company is involved, but I am not presently aware of them.

I will be unable to finance the performance of my contract with the State of Oregon on the Rice Hill Bridge (Bond 447044) which is not yet started. I therefore ask that General Insurance Company make arrangements to have this job carried on by others.

Sig Anderson

At my request General Insurance Company made arrangements to cover my payroll checks for the week ending June 28 on the Clatskanie Slough job. I have asked that they do the same for the week ending July 5 and for the next two weeks necessary to complete this job.

If they are unwilling to do so, I shall have to close this job down today. I have also asked that they arrange to pay the creditors on all jobs bonded by them. I fully acknowledge that I am presently in default with respect to payment for labor and material on all jobs bonded by General Insurance Company and am unable to proceed further without their assistance.

I have read the foregoing statement consisting of 3 pages including this one and it is true.

Sig Andersson

VICE
ssage
d char-
ated by the
pro bol.

WESTERN UNION
TELEGRAM
W. P. MARSHALL, PRESIDENT

1201 (4-60)

SYMBOLS
DL = Day Letter
NL = Night Letter
LT = International Letter Telegram

The filing time shown in the date line on domestic telegrams is LOCAL TIME at point of origin. Time of receipt is LOCAL TIME at point of destination

04-151 OB408 SSN431

O SEA578 PD=FAX SEATTLE WASH 28 247P PDT= 1961 JUN 28 PM 3 09
SECRETARY= STATE HIGHWAY COMMISSION=
SALEM ORG=

RE: SIG ANDERSON. ISTHMUS SLOUGH BRIDGE #1132C -
CONTRACT NO. 5791 GENERAL INSURANCE COMPANY BOND
#424792 AND SOUTH RICE HILL U'XING #8852, CONTRACT NO.
5816, GENERAL INSURANCE CO. BOND #447044. AS SURETY FOR
SIG ANDERSON ON THESE CONTRACTS WE INFORM YOU THE
CONTRACTOR IS IN DEFAULT. WE AS SURETY CLAIM A PRIOR
RIGHT TO ALL SUMS NOW DUE OR TWO BECOME DUE UNDER THIS
CONTRACT PLEASE MAKE NO PAYMENT TO CONTRACTOR OR ANYONE
CLAINING FUNDS BY OR THROUGH HIN WITHOUT OUR WRITTEN C

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

CLASS OF SERVICE
This is a fast message
unless its deferred char-
acter is indicated by the
proper symbol.

WESTERN UNION
TELEGRAM
W. P. MARSHALL, PRESIDENT

1201 (4-60)

SYMBOLS
DL = Day Letter
NL = Night Letter
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CONSENT. LETTER FOLLOWS=
GENERAL INSURANCE CO BAHR=

=#1132C 5791 #424792 #8852 5816 #447044 U'XING=

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
FORM E-129
JAN 16 1961
FOR FILING

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

January 16, 1961

Mr. Sig Andersson
8th & Teakwood
Coos Bay
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5816, awarded Dec. 12, 1960, for the South Rice Hill Undercrossing on the Rice Hill-North Oakland Jct. Section of Pacific Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
DEC 15 1960

408 State Highway Building
Salem, Oregon

December 12, 1960

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

I-5-3(16)145

5816

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project I-5-3(16)145

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project I-5-3(16)145, South Rice Hill Undercrossing, Rice Hill-North Oakland Junction Section of the Pacific Highway we hereby concur, as of this date, in award of Contract No., 5816 to Sig Andersson, of Coos Bay, Oregon, low bidder in the amount of $63,560.00 at the December 9, 1960 bid opening.

Foster

RECEIVED
NOV 21 1960
FOR FILING
[illegible]
[illegible]

November 18, 1960

Mr. D. M. Webb
Post Office Box 722
Yoncalla, Oregon

Dear Mr. Webb:

This is to acknowledge receipt of your letter dated November 14 concerning changes in the Rice Hill Interchange.

The Highway Department is at present making surveys for the purpose of preparing designs to bring this section to interstate standards. As of this date, the work is not completed or approved, although it appears that some change of the Rice Hill Interchange will be made. Plans should be complete in four to six weeks.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. R. L. Porter

RLP:sw fn

NOV. 14, 1960

Oregon state Highway Dept.
Salem, Oregon

Gentlemen:

I am interested to know if the Oregon state Highway Dept. has plans for any changes in highway 99 at the Rice Hill interchange in Douglas County. If so, I would like to know what changes are contemplated. Thank you.

Very truly yours
D. M. Webb

address:
D. M. WEBB
P.O. Box 722
YONCALLA, ORE.

15-1617 Medford Traffic Signals
Pacific Highway 1960
#5817

Q41 .S308 - 12 2 60

RECEIVED
JUN 15 1961
FOR FILING

15 1617

5817

9

June 15, 1961

St. Paul Fire & Marine Ins. Co.,
Pacific Department
200 Mills Bldg.,
220 Montgomery St.,
San Francisco 6, California

Gentlemen:

State Highway contract #5817 for the Medford traffic signals at the 10th Street Jct. on Pacific Highway in Jackson County was completed by the contractor, Trowbridge & Flynn Electric Co., on April 5, 1961, and was formally accepted by the Highway Commission on April 14, 1961.

Final payment in the amount of $3,862.11 will be released to the contractor on or after June 22, 1961. The total contract amount is $7,564.71, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: St. Paul Fire & Marine Ins. Co.,
Security Insurance & Realty
48 Hawthorne Avenue
Medford, Oregon

cc: Trowbridge & Flynn Electric Co.,
214 West Main Street
Medford, Oregon

RECEIVED
APR 13 1961
FOR FILING

D Cook

FORM E-20 50M 3-61 84907

15-1617

3417

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 12, 1961

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments Engineer
OFFICE

Trowbridge & Flynn Electric Company completed work on Medford Traffic Signals, Contract #5817 (State Project), on the Pacific Highway in Jackson County on April 5, 1961.

Will you please secure authority from the Commission to pay the final estimate on this job.

Ivan D. Merchant
Bridge Engineer

CAG:nk

cc: Floyd Query ✓

NOTED ON CARD
dc

NOTED
FLOYD QUERY

RECEIVED

COMMISSIONERS
K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

January 16, 1961

Trowbridge & Flynn Electric Co.,
214 West Main Street
Medford
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> **Contract #5817, awarded Dec. 12, 1960, for the Medford traffic signals on the 10th St. Section of Pacific Highway in Jackson County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

R

RECEIVED
DEC 5 - 1960
FOR FILING

15 1617

5817

December 2, 1960

Mr. D. F. Huson
City Recorder
City Hall
Medford, Oregon

Dear Sir:

We are enclosing for the records and files of the City of Medford a fully executed copy of an agreement between the State Highway Commission and the City of Medford covering traffic signal installation on 10th at Riverside & Central Avenues in the City of Medford.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Attach:

RECEIVED
DEC 5 - 1960
FOR FILING

15-16-1-1

2-9-1-1

Salem, Oregon
December 2, 1960

MISC. CONTRACTS and
AGREEMENTS No. 2308

Cooperative Agreement
Traffic Signal Installation
10th at Riverside & Central Avenues
City of Medford

Mr. C. G. Swenson
City & County Relations Engineer
Office

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of a cooperative agreement with the City of Medford covering the traffic signal installation on 10th at Riverside & Central Avenues in the City of Medford.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Medford, Oregon.

Secretary

rn
Attach: 1

FORM E-30X 50M 7-59 22125

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 23, 1960

SUBJECT: Cooperative Agreement
Traffic Signal Installation
10th at Riverside & Central Avenues
City of Medford

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the subject project. Two copies have been executed by the city and are now ready for signature by the Highway Commission. Both of these copies require your signature of approval. The required advance deposit was received from the city of Medford this date.

The project was approved 7/7/60.

John D. Graham
John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

cc: Victor Wolfe

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

APPROVED BY HIGHWAY COMMISSION
DATE 7-7-60 Min. page 70
Floyd Query
Secretary

R

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FORM E-123-X

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 23, 1960

Mr. Robert A. Duff
City Manager
City Hall
Medford, Oregon

Dear Mr. Duff:

This is to acknowledge receipt of the agreements and an advance deposit in the amount of $3,750 covering the installation of traffic signals at the intersections of 10th Street and Riverside Avenue and 10th Street and Central Avenue on the Pacific Highway in Medford.

I am enclosing for your information and files a copy of the plans and specifications for this project. Bids for the project will be opened on December 9, 1960.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Original signed
C. G. Swenson

C. G. Swenson
County and City Relations Engineer

JDG:mm
Encl.

cc: G. S. Paxson
Victor Wolfe
F. B. Crandall, attention Val Johnson

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FORM E-30X 50M 2-60 26119
FOR FILE

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
November 23, 1960

Mr. C. H. Maison
To: OFFICE

ATTENTION: Mr. John Herr

SUBJECT: Advance Deposit, Traffic Signal,
Intersection 10th Street with
Riverside and Central Avenues,
Pacific Highway
City of Medford

Attached is City of Medford's check in the amount of $3,750 which represents the city's share in the estimated total cost for the installation of traffic signals at the subject intersections.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

cc: F. B. Crandall, attention Val Johnson
Ivan Merchant, attention C. A. Gardiner
Victor Wolfe

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NOV 25 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
V. D. WOLFE

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FOR FILING

FORM E-30X 50M 7-60 29396

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 1, 1960

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To: C. G. Swenson
County-City Relations Engineer
O F F I C E

SUBJECT: State-City Agreement
Traffic Signal Installation
Central Avenue & Riverside Avenue at
Tenth Street
Pacific Highway
Medford

The State Highway Commission, at its meeting on July 7, 1960, approved the installation of traffic signals at the above intersections on the Pacific Highway in the city of Medford. There are attached nine copies of a State-City Agreement covering the proposed installation. Will you please care for the further processing of these agreements.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

VPJ:pk
Attachments
cc: G. S. Paxson

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OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 20, 1960

SUBJECT: Preparation of State-City Agreement
Proposed Traffic Signal Installation
Central Avenue & Riverside Avenue at
Tenth Street
Medford

To:
L. I. Lindas
Chief Counsel
OFFICE

The State Highway Commission, at its meeting on July 7, 1960, approved the installation of traffic signals at the intersection of Riverside and Central Avenues with Tenth Street in the city of Medford. Will you please prepare the necessary State-City Agreement.

It is believed that the following points should be included in the agreement.

1. The highway involved is the Pacific Hwy. No. 1 (US99) which in this section of Medford, is routed over a one-way couplet with Central Avenue carrying southbound and Riverside Avenues carrying northbound traffic.

2. The intersections involved are those of Central Avenue and Tenth Street and Riverside Avenue and Tenth Street.

3. It is planned to install fixed-time traffic signals at these intersections in accordance with the attached plans.
4. The installation is estimated to cost $7,500.

5. The State shall make the installation either with its own forces or by contract, and in the first instance, pay all costs thereof. The final cost shall be shared equally by the City and the State.

6. The City shall maintain the signals after installation and pay for all electrical energy consumed. In addition to normal maintenance costs, it is planned to inter-connect the signals to be installed under this agreement, with the existing signal system in the city of Medford through the use of leased circuit channels from the Pacific Northwest Telephone Company. The monthly charge for the leasing of these channels will be $2.40.

The City shall pay the monthly rental in the first instance and thereafter submit the billing to the State for one-half the cost of the rental. This is in accordance with the present operation in the city of Medford.

7. The City shall make no changes in the timing program established for these signals without prior approval in writing from the State.

8. It is agreed between the two parties to this contract that at such time as the material installed under this agreement is in need of replacement, the cost of such replacement shall be shared under the same basis as the original installation.

If after preparation, you will submit the agreement to this office, we will check them and care for further processing.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

VPJ:pk
cc: G. S. Paxson
C. G. Swenson

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OCT [illegible] 1960
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FIL

FORM E-123-X

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 17, 1960

Mr. Thayne W. Cole
Major Account Manager
Pacific Telephone - Northwest
Salem, Oregon

Dear Mr. Cole:

On Tuesday, October 11, 1960, you were verbally requested to prepare an estimate of cost for a telephone channel type of interconnect in the city of Medford at the intersections of Tenth Street with Central and Riverside Avenues. This letter is to confirm the verbal discussion which you had with Mr. George of our office.

As was explained to you, we will, in the very near future, be installing a fixed-time type of traffic signal at the two intersections mentioned above. In order to integrate these two signals successfully with the remainder of the system in Medford, it will be necessary to interconnect them electrically. Since this is done on the remainder of the system through telephone channels, we do request you to prepare the estimate of cost for the necessary telephone channels to interconnect this system. It is understood that Mr. George explained the necessary technical details during your recent visit.

At such time as this estimate is completed, will you please forward the information to this office.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By Original signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

NOTED
G. S. PAXSON

LDG:jj
bcc: G. S. Paxson
Vernon Thorpe

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FOR FILING

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7/7/60
4c

July 14, 1960

Mr. Vernon Thorpe
Public Works Director
City of Medford
Medford, Oregon

Dear Mr. Thorpe:

The State Highway Commission at its meeting on July 7, 1960 approved the installation of traffic signals at the intersections of Tenth Street with Riverside and Central Avenues in Medford. The cost of the fixed-time signals at the two intersections was estimated at $7,500.

An agreement is being prepared outlining, among other things, that the City is to pay one-half of the cost of the installation and provide for future maintenance and power consumption. The agreement will be sent to you for your approval in the near future.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FG:jmc

cc: G. S. Paxson
J. Al Head

RECEIVED
JUN 30 1960
FOR FILING

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440

June 29, 1960

Oregon State Highway Commission

Gentlemen:

The City of Medford will, during the month of October, 1960 complete construction of a bridge across Bear Creek on Tenth Street in that city. The completion of the bridge will establish Tenth Street as one of the main east-west arterials in the city.

With the completion of the bridge and the conversion of Tenth Street to a major arterial, it will be desirable to install traffic signals at the intersections of Tenth Street with Riverside and Central Avenues, which form a one-way couplet in the city of Medford. It is recommended that fixed-time signals be installed at the two intersections at a total estimated cost of $7,500 under the normal policy of the City paying one-half of the cost of the installation and caring for future maintenance and power consumption. Sufficient funds will be provided in the 1961 Minor Betterment Budget for Traffic Signal Projects to be Selected.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

VPJ:pk:bf me

cc Mr. G. S. Paxson
Mr. F. B. Crandall
Mr. C. H. Maison

OFFICE OF
PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON

REFERRED TO
Johnson
BY TRAFFIC ENGINEER
See file

June 13, 1960

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon

Dear Mr. Williams:

In reply to your letter of June 3, 1960, regarding traffic signals on 10th Street at Riverside Avenue and Central Avenue intersections, we will appreciate your office preparing the necessary agreements.

Inter-City Construction Company's present schedule for completion of the bridge is the end of October 1960.

Very truly yours,

Vern Thorpe

Vernon Thorpe
Public Works Director

VT:jlh

NOTED
ASS'T TRAFFIC ENGR.

RECEIVED
JUN 14 1960
TRAFFIC ENGINEERING

RECEIVED
JUN 14 1960
OREGON
STATE HIGHWAY COMMISSION

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TRAFFIC CONTROL
ENGR.

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OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

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June 3, 1960

Mr. Vernon Thorpe
Director of Public Works
City Hall
Medford, Oregon

Dear Mr. Thorpe:

In your letter dated May 17, 1960, to Mr. F. B. Crandall, you requested advice concerning the installation of traffic signals on 10th Street at Central and Riverside Avenue at such time as the City of Medford has opened and extended 10th Street. It is believed that the two installations on Riverside and Central Avenues would be necessary in order to move 10th Street traffic across the two highway streets.

The possible need of some form of traffic control at the intersection of 10th and 11th Streets with Front Street is mentioned. It is suggested that any investigation of these two intersections be held in abeyance until such time as the construction on 10th Street is completed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. W. C. Williams
Mr. F. B. Crandall

FBC:njc gm

NOTED
G. S. PAXSON

OFFICE OF
PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON

Johnson

May 17, 1960

Mr. F. B. Crandall
Traffic Engineer
State Highway Department
Salem, Oregon

Dear Mr. Crandall:

We have awarded contracts for street construction and also for a bridge for 10th Street from Riverside Avenue to connect to Highland Drive. The estimated completion date for the street work is September 30 and November 18, 1960 for the bridge construction.

We will appreciate your advice regarding the advisability of relocating traffic signals on South Riverside and South Central in order to provide signals for the 10th Street intersections at Central and Riverside.

We may have problems on Front Street at the 10th Street and 11th Street intersections. The 10th Street westbound traffic at Front Street would be turning left and would be in conflict with the southbound truck route traffic turning left from Front Street to 10th Street. This westbound 10th Street traffic could be turned south at Central to 11th and then west on 11th Street.

The eastbound 11th Street traffic will be turning left at Front Street unless it is turned south on Front Street to 12th Street and then east on 12th Street across the Cottage Street Bridge. Some day we hope to have a grade separation at the 10th Street railroad crossing.

An Origin and Destination Survey by the P.U.C. on July 23, 1957 from 6:00 a.m. to 8:00 p.m. indicated 4,612 vehicles at the 11th Street crossing with approximately 500 vehicles in each direction crossing the Cottage Street Bridge. We do not know if the opening of the 7th - 8th Street couplet across Bear Creek affected this count or not.

We are enclosing a print showing the proposed 10th Street improvement and also the existing traffic signals in this area.

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ASST TRAFFIC ENGR

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MAY 24 1960
TRAFFIC ENGINEERING

Any advise you may be able to give us will certainly be appreciated.

Very truly yours,

Vernon Thorpe
Public Works Director

VT:jlh

Enclosure - map

RECEIVED
MAY 24 1960
TRAFFIC ENGINEERING

F-127(11) Applegate River-Grants Pass Sec.
Redwood Highway
#5818 Grading and paving. 1960

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APR 1963
FOR FILING
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Monthly transaction number	Fo[illegible]-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	[illegible]ate **Oregon**
	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County **Josephine**
Project report number ~~9~~	3-29-63	Project number **F-127(11)**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **February 13**, 19**61**, is hereby modified as follows:

Revised estimated total cost of project	$ **976,621.00**
Revised Federal funds	$ **617,423.00**
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **29** day of **March**, 19**63**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Shaw

Asst. **State Highway Engineer**
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~XX~~ **A. W. Parsons**
Division Engineer

By: L R Backlund
L. R. Backlund
Administrative Manager

USComm-DC 11170

March 27, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway official, for the Applegate River-Grants Pass Section, Project No. F-127(11).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

EHC:bb

2-13-61

RECEIVED
MAR 2 1961
FOR FILING

Monthly Transaction No. 57	Form 2 (9-1) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	e **Oregon**
Project Report No. [illegible] 6	**FEDERAL-AID PROJECT AGREEMENT**	County **Josephine**
		Project No. **F-127(11)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

U.S. 197, 7 mi. S. to 1 mi. S. Grants Pass
(Applegate River-Grants Pass Section)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	11-17-60	5.9
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 933,050	Federal funds $ 580,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [illegible]

~~Deputy~~ **State Highway Engineer**
(title)

By ______

______
(title)

By ______

______
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ XX **C. G. Polk**
Division Engineer

By: [illegible]
R. C. Wright
Administrative Manager

Date executed by Division Engineer **February 13, 1961**

USComm-DC 40257

February 9, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway official, for the Applegate River-Grants Pass Section, Project No. F-127(11).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RMC:bb

December 28, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Applegate River-Grants Pass Section, Project No. F-127(11).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

WMC:bb

Federal Aid
Project No. F-127(11)

Oregon State Highway Department

APPLEGATE RIVER-GRANTS PASS SECTION
OF THE REDWOOD HIGHWAY IN JOSEPHINE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices)

Salem, Oregon, December 28, 1960

Type Code 6201
Roadway (Sta. 500+00 to Sta. 810+00)(Contract No. 5816)

Clearing and Grubbing	All	Required	$	$ 21,850.00
Drainage Excavation, Unclassified	5,100	cu.yd.	1.50	7,650.00
General Excavation, Unclassified	525,000	cu.yd.	0.21	110,250.00
Short Overhaul	1,996,000	yd.sta.	0.005	9,980.00
Long Overhaul	60,600	C-yd.sta.	0.30	18,180.00
Finishing Roadbed and Slopes	5.87	mile	500.00	2,935.00
Rounding Cutbanks	13,500	lin.ft.	0.15	2,025.00
12-inch Concrete Pipe	2,080	lin.ft.	2.00	4,160.00
18-inch Concrete Pipe	2,100	lin.ft.	3.50	7,350.00
24-inch Concrete Pipe	2,340	lin.ft.	4.40	10,296.00
30-inch Concrete Pipe	560	lin.ft.	5.40	3,024.00
36-inch Concrete Pipe	300	lin.ft.	8.85	2,655.00
42-inch Corrugated Metal Pipe	200	lin.ft.	16.30	3,260.00
60-inch Corrugated Metal Pipe	220	lin.ft.	34.00	7,480.00
72-inch Arch Type Corrugated Metal Pipe	50	lin.ft.	40.00	2,000.00
12-inch Corrugated Metal Siphon Pipe	2,100	lin.ft.	5.15	10,815.00
24-inch Corrugated Metal Siphon Pipe	200	lin.ft.	10.60	2,120.00
Concrete End Basins	60	cu.yd.	90.00	5,400.00
6-inch Perforated Metal Drain Pipe	450	lin.ft.	1.40	630.00
8-inch Perforated Metal Drain Pipe	900	lin.ft.	1.81	1,629.00
10-inch Perforated Metal Drain Pipe	700	lin.ft.	2.27	1,589.00
Special Backfill in Drains	360	cu.yd.	5.00	1,800.00
6-inch Coated Steel Pipe, 12 Gage	1,030	lin.ft.	2.00	2,060.00
6-inch Gate Valves	3	only	100.00	300.00
1-inch Drain Valves	2	only	20.00	40.00
Concrete Ditch Lining	4,100	sq.yd.	6.25	25,625.00
Concrete Inlets, Type GB-2	2	only	100.00	200.00
Wood Flume	400	lin.ft.	4.10	1,640.00
Class "A" Concrete in Box Culverts	400	cu.yd.	60.00	24,000.00
Metal Reinforcement in Box Culverts	63,000	lb.	0.14	8,820.00
Metal Guard Rail	5,800	lin.ft.	2.45	14,210.00
Guide Posts, Type W-1	340	only	6.50	2,210.00
Type 2 Fence	160	rod	7.00	1,120.00
Coarse Crushed Material in Base	208,800	ton	0.95	198,360.00
3/4" - 0 Material in Base	29,200	ton	0.97	28,324.00

Sprinkling	12,300 M-gal.	$1.50	$ 18,450.00
Preparation of Base	5.87 mile	300.00	1,761.00
3/4" - 0 Material in Binder Course	1,580 cu.yd.	3.00	4,740.00
RC-3 Asphalt	240 ton	47.00	11,280.00
Asphaltic Concrete Mixture	45,200 ton	3.00	135,600.00
Asphalt in Mixture	2,500 ton	35.50	88,750.00
Extra for Paving Approaches	40 only	25.00	1,000.00
RS-1 Asphalt	2 ton	100.00	200.00
Asphaltic Concrete Traffic Markers	18,800 lin.ft.	0.35	6,580.00
Flume Structure	All Required		27,500.00
			$839,848.00
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
Signing (Temporary)	All Required		600.00
Seeding and Mulching	All Required		4,480.00
			$ 6,080.00
Utility Work Work by California Oregon Power Co.	All Required		$ 2,300.00
	Subtotal		$848,228.00
	10% Engr. & Cont.		84,822.00
	Total		$933,050.00

Length of Roadway - - - - - - - 5.871 Miles
Cost of Roadway Per Mile- - - - $158,925.22

Federal Funds -	$580,000.00
State Funds -	353,050.00
	$933,050.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

APPLEGATE RIVER-GRANTS PASS SECTION

PROJECT NO. F-127(11)

Estimate of cost of work by California Oregon Power Company.

Materials		$1,437.00
Labor		1,269.00
Transportation		193.00
Salvage Credit		592.00 Cr.
		$2,307.00
	USE	$2,300.00

Federal Aid
Project No. F-127(11)

Oregon State Highway Department

APPLEGATE RIVER-GRANTS PASS SECTION OF THE

REDWOOD HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 14, 1960

Type Code 6201
Roadway (Sta. 500+00 to Sta. 810+00)

Clearing and Grubbing	All	Required	$	$ 40,000.00
Drainage Excavation, Unclassified	5,100	cu.yd.	3.00	15,300.00
General Excavation, Unclassified	525,000	cu.yd.	0.30	157,500.00
Short Overhaul	1,996,000	yd.sta.	0.01	19,960.00
Long Overhaul	60,600	C-yd.sta.	0.35	21,210.00
Finishing Roadbed and Slopes	5.87	mile	1000.00	5,870.00
Rounding Cutbanks	13,500	lin.ft.	0.20	2,700.00
12-inch Concrete Pipe	2,080	lin.ft.	2.50	5,200.00
18-inch Concrete Pipe	2,100	lin.ft.	4.50	9,450.00
12-inch Concrete Pipe	2,340	lin.ft.	6.00	14,040.00
30-inch Concrete Pipe	560	lin.ft.	7.50	4,200.00
36-inch Concrete Pipe	300	lin.ft.	10.00	3,000.00
42-inch Corrugated Metal Pipe	200	lin.ft.	20.00	4,000.00
60-inch Corrugated Metal Pipe	220	lin.ft.	32.00	7,040.00
72-inch Arch-Type Corrugated Metal Pipe	50	lin.ft.	37.50	1,875.00
12-inch Corrugated Metal Siphon Pipe	2,100	lin.ft.	4.50	9,450.00
24-inch Corrugated Metal Siphon Pipe	200	lin.ft.	9.00	1,800.00
Concrete End Basins	60	cu.yd.	55.00	3,300.00
6-inch Perforated Metal Drain Pipe	450	lin.ft.	2.00	900.00
8-inch Perforated Metal Drain Pipe	900	lin.ft.	2.50	2,250.00
10-inch Perforated Metal Drain Pipe	700	lin.ft.	3.00	2,100.00
Special Backfill in Drains	360	cu.yd.	6.00	2,160.00
6-inch Coated Steel Pipe, 12-Gage	1,030	lin.ft.	3.00	3,090.00
6-inch Gate Valves	3	only	150.00	450.00
1-inch Drain Valves	2	only	20.00	40.00
Concrete Ditch Linings	4,100	sq.yd.	6.00	24,600.00
Concrete Inlets, Type GB-2	2	only	90.00	180.00
Wood Flume	400	lin.ft.	5.00	2,000.00
Class "A" Concrete in Box Culverts	400	cu.yd.	55.00	22,000.00
Metal Reinforcement in Box Culverts	63,000	lb.	0.14	8,820.00
Metal Guard Rail	5,800	lin.ft.	2.50	14,500.00
Guide Posts, Type W-1	340	only	6.75	2,295.00

Type 2 Fence	160	rod	$6.00	$ 960.00
Coarse Crushed Material in Base	208,800	ton	1.25	261,000.00
3/4" - 0 Material in Base	29,200	ton	1.35	39,420.00
Sprinkling	12,300	M-gal.	3.00	36,900.00
Preparation of Base	5.87	mile	250.00	1,467.50
3/4" - 0 Material in Binder Course	1,580	cu.yd.	3.50	5,530.00
RC-3 Asphalt	240	ton	48.00	11,520.00
Asphaltic Concrete Mixture	45,200	ton	3.75	169,500.00
Asphalt in Mixture	2,500	ton	38.00	95,000.00
Extra for Paving Approaches	40	only	30.00	1,200.00
RS-1 Asphalt	90	ton	55.00	4,950.00
Aggregates in Shoulder Seal	320	cu.yd.	6.00	1,920.00
Asphaltic Concrete Traffic Markers	18,800	lin.ft.	1.00	18,800.00
Flume Structure	All Required			28,000.00
				$1,087,447.50
Flagging (57½% of Contractor's Cost)	All Required			1,000.00
Signing (Permanent)	All Required			1,200.00
Signing (Temporary)	All Required			600.00
Seeding and Mulching	All Required			4,480.00
				$ 7,280.00
Utility Work				
Work by California-Oregon Power Co.	All Required			1,450.00
	Subtotal			$1,096,177.50
	10% Engr. & Cont.			109,617.50
	Total			$1,205,795.00

Length of Roadway - - - - - - 5.871 Miles
Cost of Roadway Per Mile- - - $205,381.53

Federal Funds -	$747,000.00
State Funds -	458,795.00
	$1,205,795.00

Oregon State Highway Department

Federal Aid
Project No. F-127(11)

APPLEGATE RIVER-GRANTS PASS SECTION OF THE REDWOOD HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 21, 1960

Type Code 6201
Roadway (Sta. 500+00 to Sta. 810+00)

Clearing and Grubbing	All	Required		$ 40,000.00
Drainage Excavation, Unclassified	5,100	cu.yds.	$ 3.00	15,300.00
General Excavation, Unclassified	525,000	cu.yds.	0.30	157,500.00
Short Overhaul	1,996,000	yd.stas.	0.01	19,960.00
Long Overhaul	60,600	C-yd.stas.	0.35	21,210.00
Finishing Roadbed and Slopes	5.87	miles	1,000.00	5,870.00
Rounding Cutbanks	13,500	lin.ft.	0.20	2,700.00
12-inch Concrete Pipe	2,080	lin.ft.	2.50	5,200.00
18-inch Concrete Pipe	2,100	lin.ft.	4.50	9,450.00
12-inch Concrete Pipe	2,340	lin.ft.	6.00	14,040.00
30-inch Concrete Pipe	560	lin.ft.	7.50	4,200.00
36-inch Concrete Pipe	300	lin.ft.	10.00	3,000.00
42-inch Corrugated Metal Pipe	200	lin.ft.	20.00	4,000.00
60-inch Corrugated Metal Pipe	220	lin.ft.	32.00	7,040.00
72-inch Arch-Type Corrugated Metal Pipe	50	lin.ft.	37.50	1,875.00
12-inch Corrugated Metal Siphon Pipe	2,100	lin.ft.	4.50	9,450.00
24-inch Corrugated Metal Siphon Pipe	200	lin.ft.	9.00	1,800.00
Concrete End Basins	60	cu.yds.	55.00	3,300.00
6-inch Perforated Metal Drain Pipe	450	lin.ft.	2.00	900.00
8-inch Perforated Metal Drain Pipe	900	lin.ft.	2.50	2,250.00
10-inch Perforated Metal Drain Pipe	700	lin.ft.	3.00	2,100.00
Special Backfill in Drains	360	cu.yds.	6.00	2,160.00
6-inch Coated Steel Pipe, 12-Gage	1,030	lin.ft.	3.00	3,090.00
6-inch Gate Valves	3	only	150.00	450.00
1-inch Drain Valves	2	only	20.00	40.00
Concrete Ditch Linings	4,100	sq.yds.	6.00	24,600.00
Concrete Inlets, Type GB-2	2	only	90.00	180.00
Wood Flume	400	lin.ft.	5.00	2,000.00
Class "A" Concrete in Box Culverts	400	cu.yds.	55.00	22,000.00

Metal Reinforcement in Box Culverts	63,000	lbs.	$ 0.14	$ 8,820.00
Metal Guard Rail	5,800	lin.ft.	2.50	14,500.00
Guide Posts, Type W-1	340	only	6.75	2,295.00
Type 2 Fence	160	rods	6.00	960.00
Coarse Crushed Material in Box	208,800	tons	1.25	261,000.00
3/4" - 0 Material in Base	29,200	tons	1.35	39,420.00
Sprinkling	12,300	M-gals.	3.00	36,900.00
Preparation of Base	5.87	miles	250.00	1,467.50
3/4" - 0 Material in Binder Course	1,580	cu.yds.	3.50	5,530.00
RC-3 Asphalt	240	tons	48.00	11,520.00
Asphaltic Concrete Mixture	45,200	tons	3.75	169,500.00
Asphalt in Mixture	2,500	tons	38.00	95,000.00
Extra for Paving Approaches	40	only	30.00	1,200.00
RS-1 Asphalt	2	tons	55.00	110.00
Asphaltic Concrete Traffic Markers	18,800	lin.ft.	1.00	18,800.00
Flume Structure	All	Required		28,000.00
				$1,080,687.50
Flagging (57½% of Contractor's Cost)	All	Required		1,000.00
Signing (Permanent)	All	Required		1,200.00
Signing (Temporary)	All	Required		600.00
Seeding and Mulching	All	Required		4,480.00
				$ 7,280.00
Utility Work				
Work by California Oregon Power Co.	All	Required		1,450.00
	Subtotal			$1,089,417.50
	10% Engr. & Cont.			108,941.50
				$1,198,359.00

Length of Roadway - - - - - - - - - - - 5.871 Miles
Cost of Roadway Per Mile- - - - - - - - $204,114.97

Federal Funds -	$ 743,000.00
State Funds -	455,359.00
	$1,198,359.00

RECEIVED
OCT 22 1962

FOR FILES

FORM E-123X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 17, 1962

Mr. Roy L. Houck
Roy L. Houck Sons' Corporation
1585 - 28th St., N.E.
Salem, Oregon

Re: Applegate River to
Grants Pass Section
Contract No. 5815

Dear Mr. Houck:

Reference is made to your letter of October 8th to Mr. Noal F. Shaffer, Secretary Manager of the Grants Pass Irrigation District.

I am attaching hereto a letter from Mr. Shaffer in which he sets forth the basis of his claim with regard to nonpayment for water used on the subject-named project. In this connection, I wish to advise that the State is not a party to this claim and you should carry on all your negotiations with the Irrigation District. The claim was filed with the Secretary of State on July 11, 1962, and was assigned File No. 3959 by that office.

This claim, until resolved, will constitute an obligation to either you or your surety.

Very truly yours,

Forrest Cooper
State Highway Engineer

By L. H. Young
L. H. Young
Office Engineer

Attach.
cc: Mr. Noal Shaffer
Grants Pass Irrigation Dist.

Huggins Insurance Agency

Mr. R. L. Porter
Mr. F. D. Morgan
Mr. Floyd Query
D. B. Parkes

NOTED
R. L. PORTER

RECEIVED
OCT 17 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Grants Pass Irrigation District
BUSINESS OFFICE—COURTHOUSE ANNEX
Grants Pass, Oregon

Cnt No. 5818

October 15, 1962

L. H. Young
Oregon State Highway Department
Salem, Oregon

Dear Mr. Young:

We gave Roy Houck Sons' Corporation permission to take water from the irrigation ditches in behalf of being a good neighbor, not knowing the State Highway Commission was paying this corporation for the water used, plus putting the water in place.

In talking to a Mr. Bill Brown, that was connected with the State in engineering the job, it was found that Houck Sons' was getting paid for water they actually didn't own. We even ran short at times so they (Houck Sons') could fill their trucks.

The gallons used were gotten from the State before Houck Sons' Corporation was billed.

Speaking for the District, Houck Sons' still owe the district for water used on the 199 Highway project near Grants Pass, Oregon.

Sincerely yours,

Neal F. Shaffer

Neal F. Shaffer
Secretary Manager

NFS:mf

Huggins Insurance Agency
373 N. Church St.
Salem, Ore.

Claim was filed with sec. of state
July 11, 1962
sec. of state File #3959

RECEIVED
OCT 17 1962
OFFICE ENGINEERING
DIVISION

IVED
1962
FOR FILING

files

October 8, 1962

REFERRED TO
L. H. Young
BY SECRETARY
(see letter attached)

Mr. Neal F. Shaffer
Secretary-Manager
Grants Pass Irrigation District
Courthouse Annex
Grants Pass, Oregon

Dear Sir:

We have reviewed your letter to Mr. L. H. Young of the Oregon State Highway Department, advising them that Roy L. Houck Sons' Corporation owes the irrigation district a sum of $489.05:

We have inquired of the personnel on the job as to the validity of this amount. We can find no one in the organization who is aware of any arrangement made with the irrigation district to pay for water used on our project.

Could you supply us with any pertinent information as to who with, where and when, the agreement was entered in to?

Yours very truly,

Roy L. Houck Sons' Corporation

By Roy Houck Jr.
President.

cc: O. S. H. D.
cc: Huggins Insurance

NOTED
FLOYD QUERY

RECEIVED
OCT 9 1962
OFFICE ENGINEERING
DIVISION

RECEIVED
OCT 9 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 11 1962
FOR FILING

5818

D Cook

July 10, 1962

Grants Pass Irrigation District
Courthouse Annex
Grants Pass, Oregon

Attention: Mr. Neal F. Shaffer
Secretary, Manager

Gentlemen:

Your letter of July 9, addressed to Mr. L. H. Young, concerning a bill of $489.05 owed to you by Houck & Sons, Inc., for water used, has been referred to us for reply.

We believe that the project to which you refer is our Contract No. 5818 awarded to Roy L. Houck Sons' Corporation for work on the Applegate River-Grants Pass Section of the Redwood Highway in Josephine County.

This contract was accepted by the State Highway Commission on June 29, 1962. The surety is General Insurance Company of America, through Huggins Insurance Agency, 373 N. Church St., Salem, who have provided the performance bond for this contract, assuring completion of the contract and payment of bills incurred in it.

So that your claim may be protected under the bond, we are forwarding your letter to the Secretary of State for filing. We are also advising the contractor and the surety of the receipt of your letter.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC Mr. L. H. Young

FQ:fp

NOTED ON CARD

FORM E-123X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

RECEIVED
JUL 16 1962
FOR FILING
5818

July 10, 1962

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached for filing is a claim letter, dated July 9, from Grants Pass Irrigation District, Grants Pass, stating that Houck & Sons, Inc., owes them $489.05.

This appears to be in connection with State Highway Contract No. 5818 with Roy L. Houck Sons' Corporation for grading and paving the Applegate River-Grants Pass Section of the Redwood Highway in Josephine County.

This contract was accepted by the State Highway Commission on June 29, 1962. The surety is General Insurance Company of America, through Huggins Insurance Agency, 373 N. Church St., Salem.

Please acknowledge receipt of the claim letter on the attached copy of this letter.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

File #3959

FILED
JUL 11 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

NOTED ON CARD
dc

RECEIVED
JUL 12 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

July 10, 1962

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached for filing is a claim letter, dated July 9, from Grants Pass Irrigation District, Grants Pass, stating that Houck & Sons, Inc., owes them $489.05.

This appears to be in connection with State Highway Contract No. 5818 with Roy L. Houck Sons' Corporation for grading and paving the Applegate River-Grants Pass Section of the Redwood Highway in Josephine County.

This contract was accepted by the State Highway Commission on June 29, 1962. The surety is General Insurance Company of America, through Huggins Insurance Agency, 373 N. Church St., Salem.

Please acknowledge receipt of the claim letter on the attached copy of this letter.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

FQ:fp

NOTED ON CARD
dc

July 10, 1962

General Insurance Company of America
Portland Service Office
209 S. W. 4th Ave.
Portland 4, Oregon

Gentlemen:

A letter dated July 9 has been received from Grants Pass Irrigation District, Grants Pass, advising that Houck & Sons, Inc., have not paid them for water used on a project on Redwood Avenue in the City of Grants Pass. Their claim is in the amount of $489.05.

Apparently the project referred to is our Contract No. 5818 awarded to Roy L. Houck Sons' Corporation for grading and paving the Applegate River-Grants Pass Section of the Redwood Highway in Josephine County.

A copy of the claim letter has been forwarded to the Secretary of State for filing. Attached is a copy for your files.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Huggins Insurance Agency
373 N. Church Street
Salem, Oregon

NOTED ON CARD
dc

Roy L. Houck Sons' Corporation
1585 - 20th St. N. E.
Salem, Oregon

Commissioners
Mr. Forrest Cooper

FQ:fp

Grants Pass Irrigation District
BUSINESS OFFICE—COURTHOUSE ANNEX
Grants Pass, Oregon

July 9, 1962

Mr. L. H. Young
Oregon Highway Department
State Highway Building
Salem 10, Oregon

Dear Mr. Young:

Just in case the account for the Houck & Sons Inc. isn't closed, the Irrigation District has never been paid for the water used by the contractors on the express way parallel with 199 or now Redwood Avenue.

They were billed November 19, 1961 in the amount of $489.05 by the Grants Pass Irrigation District. Any help will be appreciated.

Sincerely,

Neal F. Shaffer

Neal F. Shaffer
Secretary, Manager

NFS:mf

RECEIVED
JUL 10 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FORM E-30 5OM
JUL 7 1962
FOR FILING
[illegible]
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
July 5, 1962

SUBJECT: Investigation of Traffic Conditions
Jct. of Old & New Routes of US199
Jerome Prairie

To:

Tom Edwards
Asst. Highway Engineer
BUILDING

I call your attention to a letter dated October 25, 1961, addressed to you as Construction Engineer, a copy of which is attached. With respect to the last paragraph thereof, I now hand you a follow-up report on this situation. I do not believe that we need to take any further action at this time, but I thought you would be interested in the report. You may wish to pass your copy on to the Construction Division so that they will be aware of the manner in which the intersection is operating.

F B Crandall
F. B. Crandall
Traffic Engineer

JAM:tm
Attachment ✓

To Const. for file
[illegible]

RECEIVED
JUL 6 1962
OFFICE OF
STATE HIGHWAY ENGINEER

CONSTRUCTION DIVISION
RECEIVED
JUL 6 1962
NOTED ☑ ☐ ☐ ☒
CE ACE ACE COE

NOTED
TOM EDWARDS

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
June, 1962

REPORT OF TRAFFIC CONDITIONS
Jct. of Old and New US199
Redwood Hwy. at Redwood Avenue
US199 - Hwy. No. 25 - M.P. 5.18

Recommendation:

As a result of this investigation, it is recommended that no action be taken at the subject location.

Historical Background:

The new alignment of the Redwood Highway was open to traffic on November 4, 1961. The old Redwood Highway is now called Redwood Avenue.

This investigation and report is in response to a letter dated June 1, 1962, from Val Johnson, Traffic Control Engineer, asking Robert Conklin, Traffic Investigation Engineer, to have someone investigate the subject location. It was pointed out that traffic crossing the highway at this location crosses at a flat angle over a long distance and that there has been some apprehension about the possibility of accidents at this location.

Investigation:

The old Redwood Highway, now Redwood Avenue, intersects the new Redwood Highway at about a 30° angle. Crossroad symbol signs exist on the highway in advance of Redwood Avenue. Redwood Avenue is posted with "STOP" signs. At this intersection, the Redwood Highway consists of four 12-foot lanes, an 11-foot left-turn refuge lane and a 3.5 foot median. The old highway is 21 feet in width. The 85 percentile speed on the highway is estimated to be in the vicinity of 60 to 65 MPH. Because of the angle of intersection, vehicles crossing the highway on Redwood Avenue must traverse 165 feet from the stop bar to the edge of the traveled way on the other side of the highway. Sight distance for vehicles making this type movement is very good, the least being in excess of 1,500 feet. The 1961 average daily traffic on US199 after construction was 2,950 vehicles, while the 1961 average daily traffic on the old highway dropped to 700 vehicles.

Computations indicate that vehicles desiring to cross the highway would require 10.12 seconds to clear the highway if normal acceleration and a 1.5 second perception-reaction time is used. A vehicle on the highway traveling at 70 MPH (102.6 feet per second) would travel 1,050 feet during this 10.12 seconds. With a sight distance of 1,500 feet, these vehicles would not become involved in an accident even if road speed was to be maintained. The volume on the highway is light enough that vehicles desiring to cross the highway need not try to cross with less than adequate crossing time.

There was one reported accident at the subject location during the period from November 4, 1961, to April 30, 1962. It resulted in one person being injured. The accident occurred when a vehicle on Redwood Avenue attempted to cross the highway from north to south and was hit by a westbound vehicle.

In summary, the highway is posted with crossroad symbol signs to warn motorists of Redwood Avenue; the sight distance from Redwood Avenue is more than adequate to give motorists crossing the highway plenty of time to do so; the volume on the highway is low enough that side road traffic need not wait long for a gap in highway traffic; the traffic volume on Redwood Avenue is low and the crossing movement is very minor; and the accident history has not proven to be serious. Based on the above, it is recommended that no action be taken at the subject location at this time.

RDT:sm
6-12-62

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

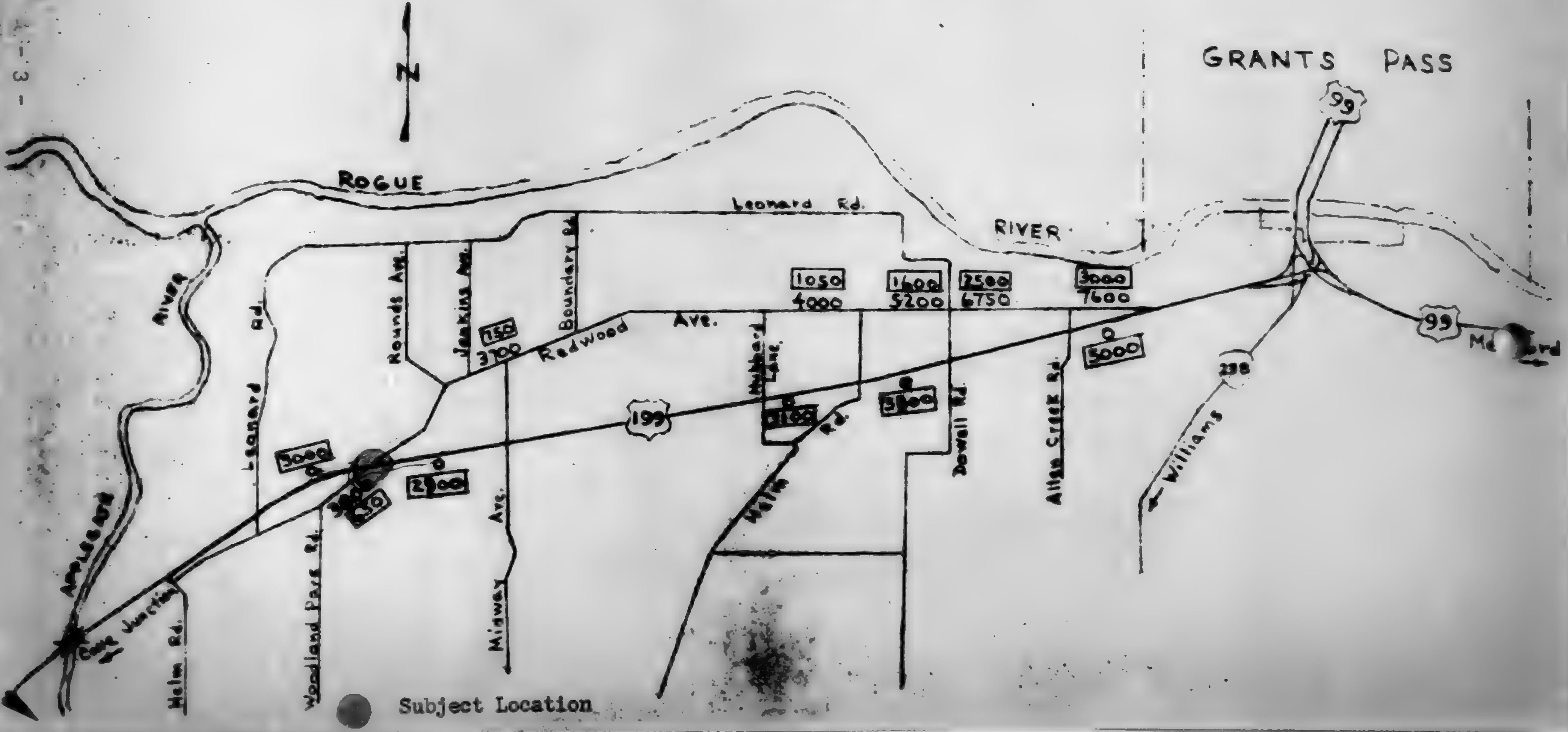
COMPARISON OF VEHICULAR TRAFFIC, GRANTS PASS - APPLEGATE RIVER SECTION BEFORE AND AFTER CONSTRUCTION OF REDWOOD HIGHWAY US199

LEGEND

100	1961 ADT BEFORE CONSTRUCTION
▭100	1961 ADT AFTER CONSTRUCTION

OPENED TO TRAFFIC NOVEMBER, 1961

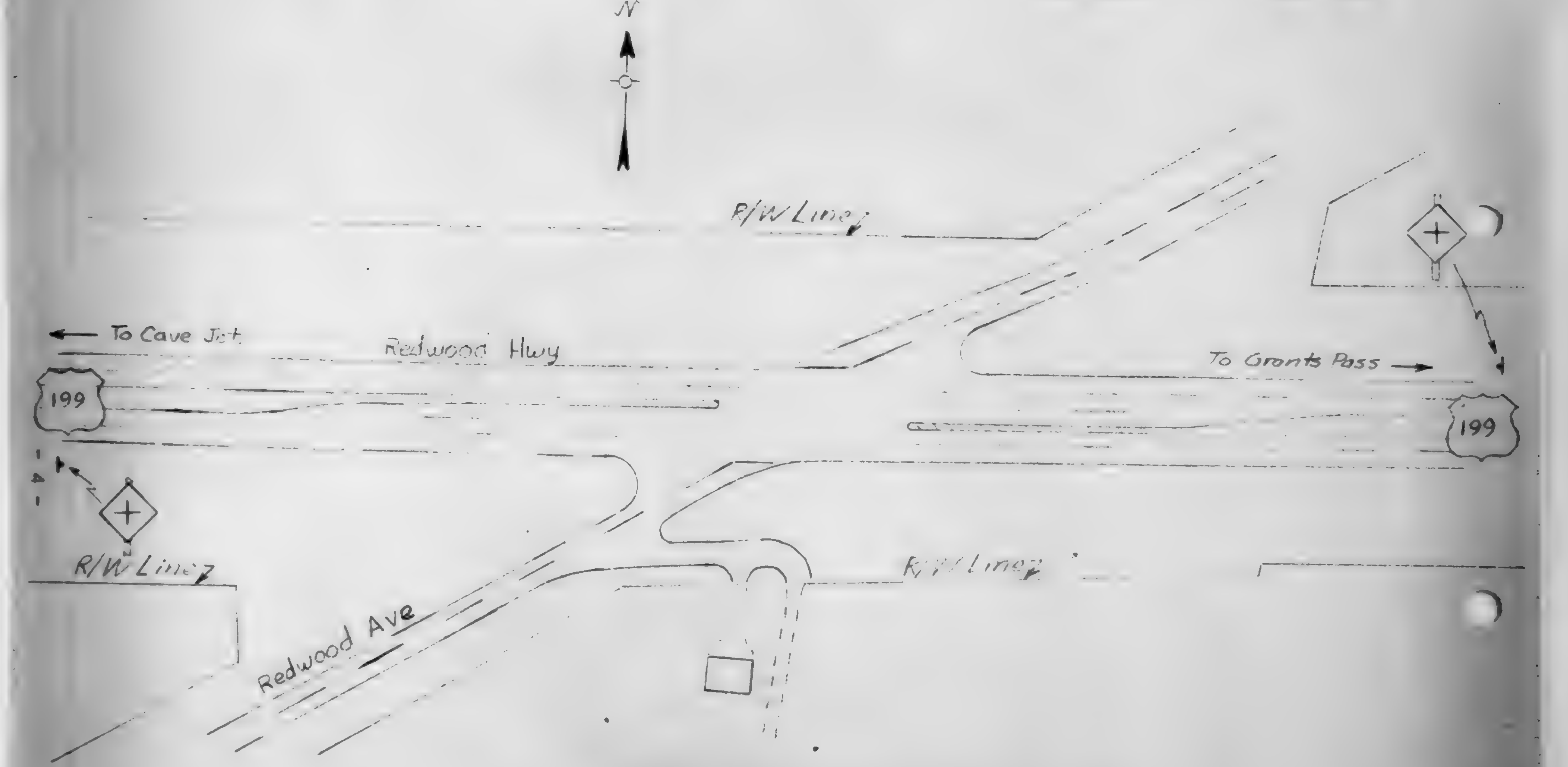
April, 1962


N
GRANTS PASS
99
ROGUE
RIVER
Leonard Rd.
Rounds Ave.
Jenkins Ave.
Boundary Rd.
Redwood Ave.
150
3700
1050
4000
1600
5200
2500
6750
3000
7600
0
5000
0
3500
0
2100
3000
0
0
2300
3650
199
Hubbard Lane
Helm Rd.
Dowell Rd.
Allen Creek Rd.
238
Williams
99
Medford
River
Applegate
Leonard Rd.
Woodland Park Rd.
Midway Ave.
Helm Rd.
Subject Location

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

CONDITION DIAGRAM

Redwood Hwy at Redwood Ave
US 199 - Hwy 25 - M.P. 5.18
No Scale June 1962


N
R/W Line
To Cave Jct.
Redwood Hwy
To Grants Pass
199
199
R/W Line
R/W Line
Redwood Ave

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
June, 1962

SAMPLE COMPUTATION 1/

$$t = K + \sqrt{\frac{(1.36)\ (S)}{a}}$$

t = Time in seconds to reach clearing point.
S = Distance reached in feet.
a = Acceleration in MPH per second.
K = Perception-reaction time in seconds.

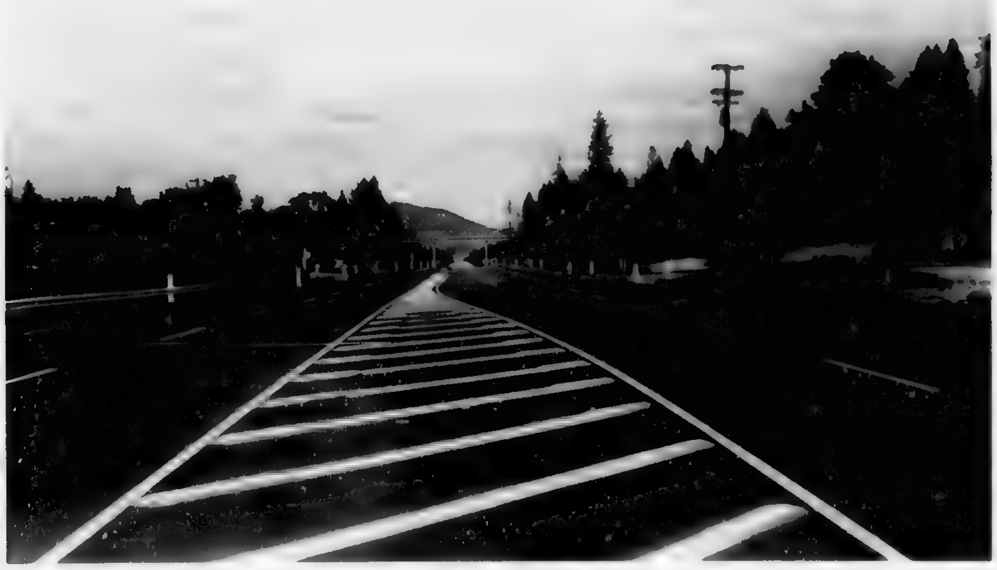
$$t = 1.5 + \sqrt{\frac{(1.36)(165)}{(3.0)}}$$

$$t = 1.5 + \sqrt{74.9}$$

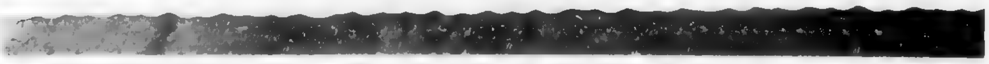
$$t = 1.5 + 8.62$$

$$t = 10.12 \text{ seconds}$$

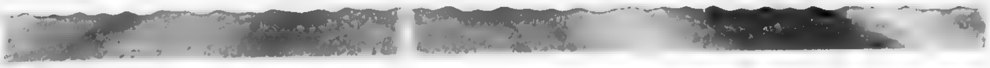
1/ "Traffic Engineering Handbook", page 66-67.



1.



2.



3.

4.

TYPICAL VIEWS
Redwood Hwy. (US199) at Redwood Ave.

1. Looking east on US199 from 350 ft. west of Redwood Avenue.
2. Looking west on US199 from 150 ft. east of Redwood Avenue.
3. Looking north on Redwood Avenue from 200 ft. south of US199.
4. Looking south on Redwood Avenue from 200 ft. north of US199.

2

3.

TYPICAL VIEWS
Redwood Hwy. (US199) at Redwood Ave.

1. Looking east on US199 from 350 ft. west of Redwood Avenue.
2. Looking west on US199 from 150 ft. east of Redwood Avenue.
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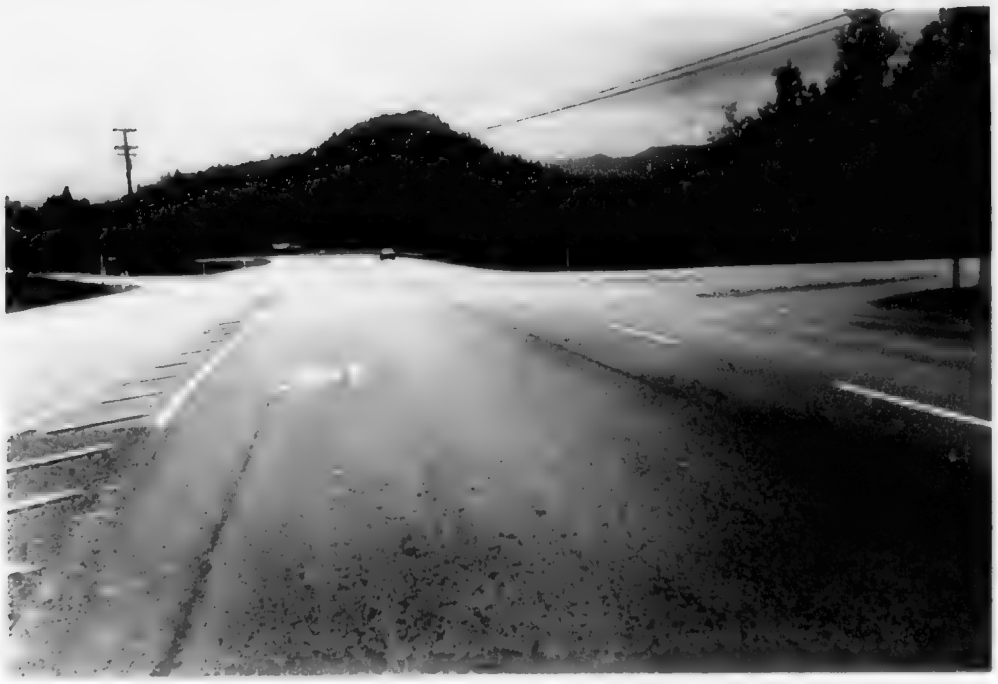
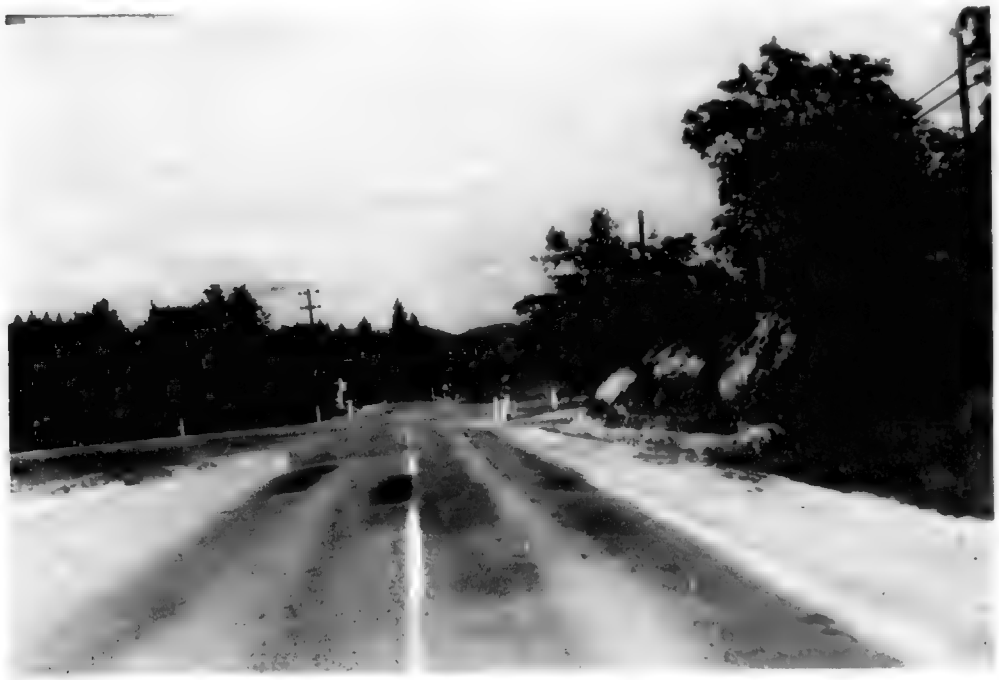
4. Looking south on Redwood Avenue from 200 ft. north of US199.



2.



3.

TYPICAL VIEWS
Redwood Hwy. (US199) at Redwood Ave.

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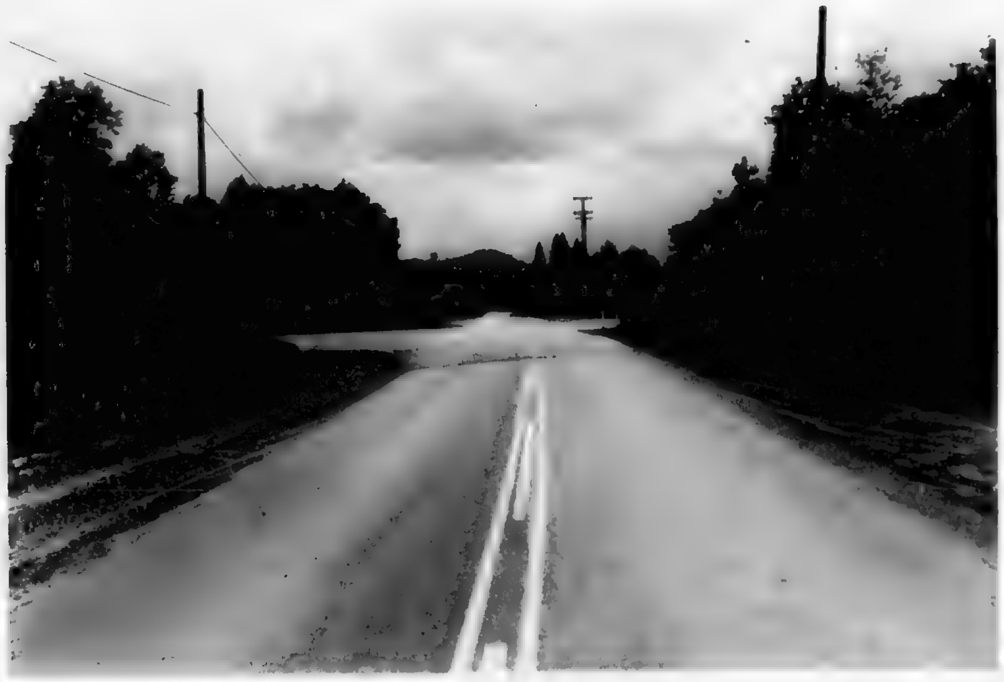

4.

TYPICAL VIEWS

Redwood Hwy. (US199) at Redwood Ave.

1. Looking east on US199 from 350 ft. west of Redwood Avenue.
2. Looking west on US199 from 150 ft. east of Redwood Avenue.
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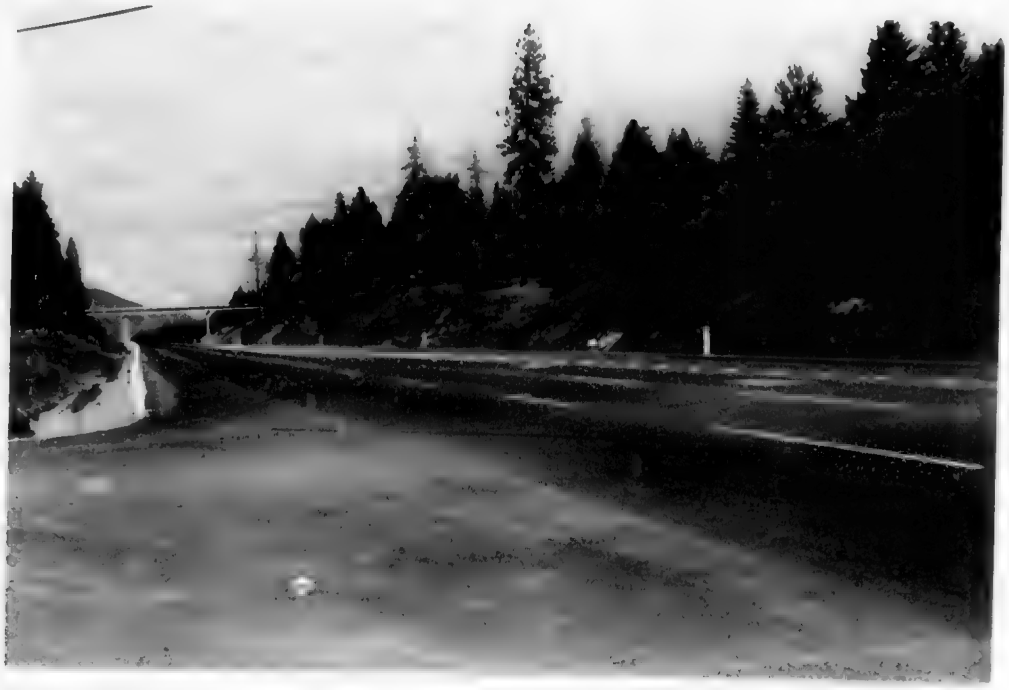


5.

6.

7.

8.

TYPICAL VIEWS (Cont.)

Redwood Hwy. (US199) at Redwood Ave.

5. Looking east on US199 from normal stop position on northerly leg of Redwood Avenue.

6. Looking west on US199 from normal stop position on northerly leg of Redwood Avenue.

7. Looking east on US199 from normal stop position on southerly leg of Redwood Avenue.

8. Looking west on US199 from normal stop position on southerly leg of Redwood Avenue.

6.

7.

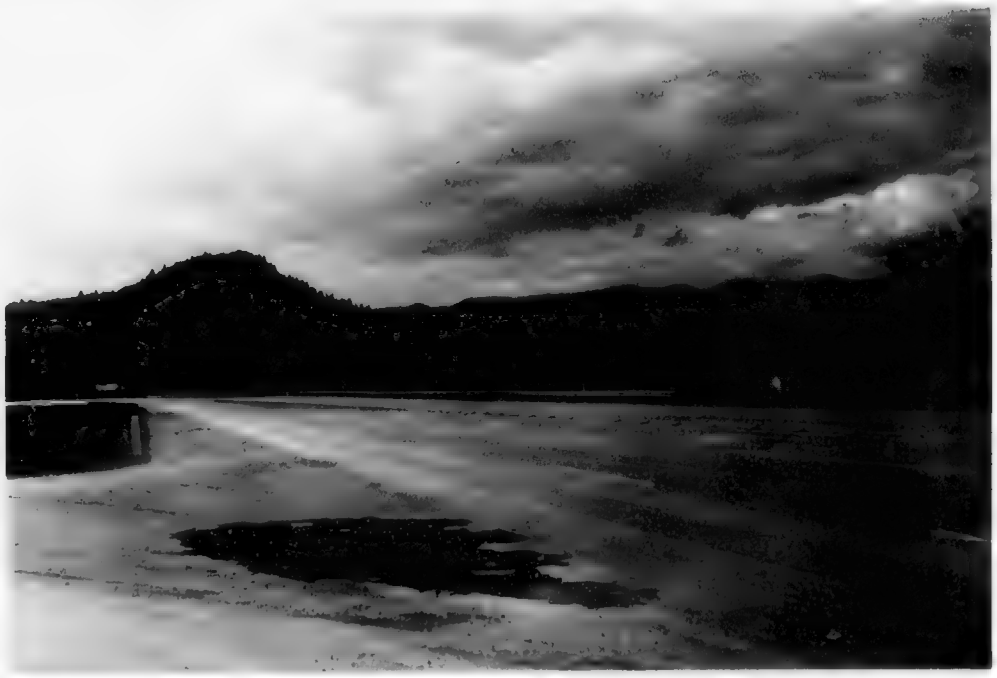
TYPICAL VIEWS (Cont.)
Redwood Hwy. (US199) at Redwood Ave.

5. Looking east on US199 from normal stop position on northerly leg of Redwood Avenue.

6. Looking west on US199 from normal stop position on northerly leg of Redwood Avenue.

7. Looking east on US199 from normal stop position on southerly leg of Redwood Avenue.

8. Looking west on US199 from normal stop position on southerly leg of Redwood Avenue.



8.

TYPICAL VIEWS (Cont.)
Redwood Hwy. (US199) at Redwood Ave.

5. Looking east on US199 from normal stop position on northerly leg of Redwood Avenue.

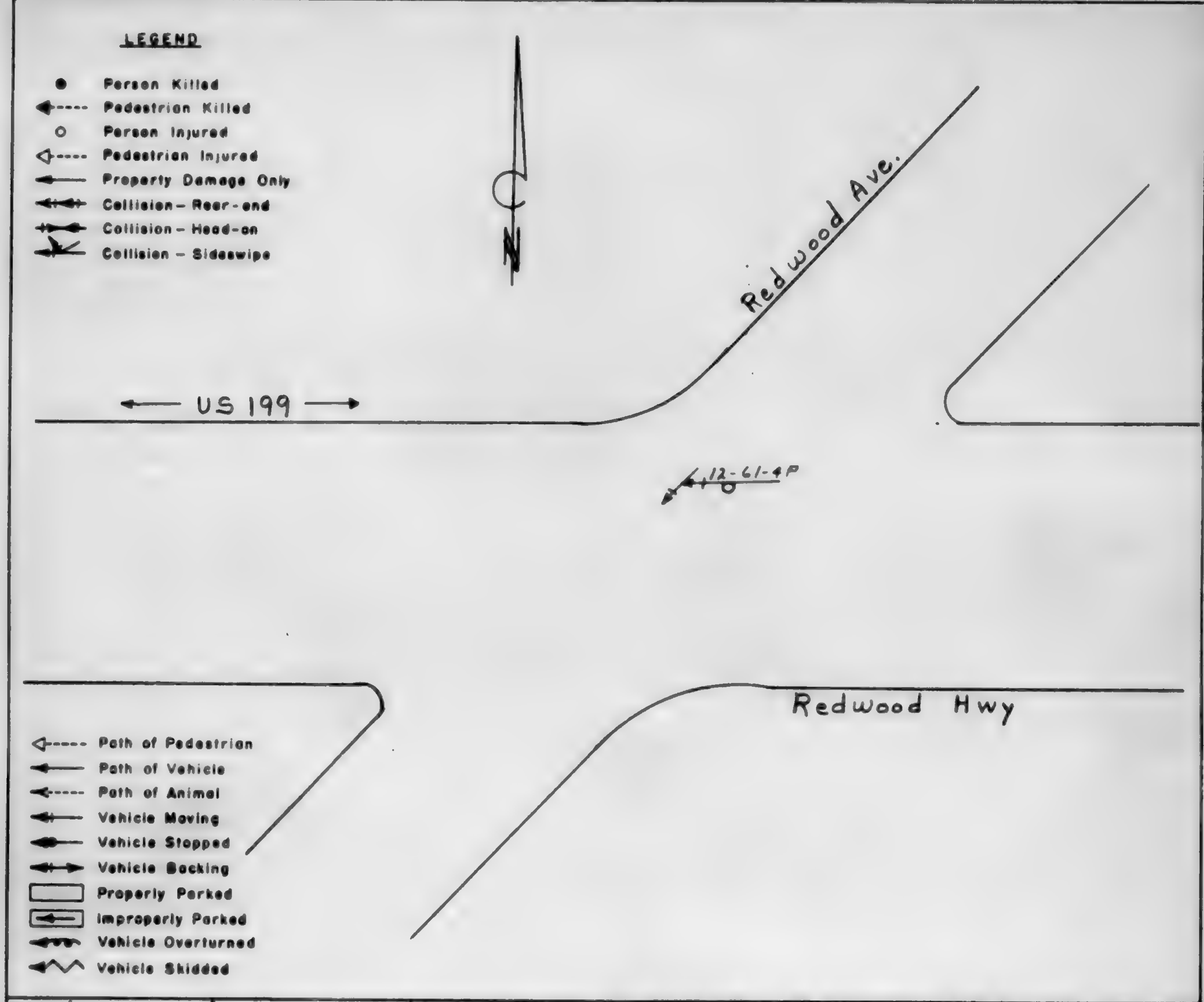
6. Looking west on US199 from normal stop position on northerly leg of Redwood Avenue.

7. Looking east on US199 from normal stop position on southerly leg of Redwood Avenue.

8. Looking west on US199 from normal stop position on southerly leg of Redwood Avenue.

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

City of ____________ County Josephine
Intersection of Redwood Hwy and Old Redwood Hwy
Highway Number 25 (US 199) MP 5.18
Period Covered 11-4-61 to 4-30-62
Compiled by IRS Drawn by ____________ Date 6-6-62


LEGEND
● Person Killed
◄---- Pedestrian Killed
○ Person Injured
◁---- Pedestrian Injured
◄—— Property Damage Only
Collision – Rear-end
Collision – Head-on
Collision – Sideswipe
N
Redwood Ave.
← US 199 →
12-61-4P
Redwood Hwy
◁----- Path of Pedestrian
◄—— Path of Vehicle
◄----- Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded

Collision Type									11-4-61 to 12-31-61				4 mo. 1962				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle										1		1						1		1
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL										1		1				0		1		1

File No. ____________
Rd. No. ________ M.P. ________
City of ____________
Streets ____________
Rural ________ Urban ________

Salem, Oregon
October 25, 1961

Johnson

Last

Investigation of Junction
of Old and New US199
Applegate River-Grants Pass Section
Vicinity of Jerome Prairie
Contract No. 5818
Josephine County

Tom Edwards
Construction Engineer
OFFICE

Attention: F. B. Klaboe

Reference is made to Mr. Klaboe's letter of October 20 requesting that we look at this intersection and determine any corrective measures that need to be taken. We've reviewed Mr. Morgan's recommendations, and have inspected this intersection in the field. Sight distance from the approach on the north is unlimited and sight distance from the normal stop line on the south (Old Highway) is about 1,200 feet to the west. With no more traffic than is anticipated on this road, it is not felt that we need be concerned at this time with its traffic operational features. It is our recommendation that this intersection be allowed to function and operate and we will "keep our eye on it" after it has been opened to traffic to determine if there are any operational problems.

I question if we need a flashing beacon at this location for the amount of cross-traffic should be negligible and this is about the only justification for the installation of a flashing beacon at an isolated location such as this.

We will set this up on our "Calendar of things to come" for a look-see in the spring of 1962.

F. B. Crandall
Traffic Engineer

JAH:tm

NOTED
TRAFFIC CONTROL
ENGR.

NOTED
PLANNING SURVEY
ENGR.

NOTED
J AL HEAD

RECEIVED
MAY 22 1962
FOR FILES

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

5818

May 17, 1962

Mr. Roy L. Houck, Sr.
Roy L. Houck Sons' Corporation
1585 - 20th N. E.
Salem, Oregon

Re: Applegate River-Grants Pass Section
Contract No. 5818

Dear Mr. Houck:

On March 5, 1962, we met in the Construction Department offices to discuss your claims on this project. You presented at that time four separate claims:

CLAIM I:

Excavation below subgrade after rock had been placed -- about $320.00

CLAIM II:

Payment for maintaining flares and barricades -- $372.50

CLAIM III:

Payment for cost above bid price of base rock used for foundations under culverts -- $927.67

CLAIM IV:

Digging out soft spots in the subgrade before the base rock was placed -- $1,998.51.

Claim I has some merit inasmuch as you were required to separately excavate the base rock for later use on approach roads before performing the excavation into the subgrade itself. Since the soft spots that developed were beyond your control, we believe that there are elements which should justify the payment of this claim.

NOTED
G. S. PAXSON

Claim II can also be justified as the flares and barricades were used to protect traffic at a detour necessary in order to keep traffic moving with a minimum amount of interference.

Claim III cannot be justified and in this respect we direct your attention to the Special Provisions which specifically refer to and make applicable Article 2.34.5 and 2.34.6 of the Standard Provisions.

Claim IV is also denied on the basis that our Standard Specification 2.4.24 clearly states that excavation below subgrade shall be paid for at the bid price for the particular class of excavation.

If the terms outlined above are acceptable to you, please advise and we will institute the necessary papers and documents to handle the matter. I would also like to reiterate at this time that the terms listed are subject to Commission approval, but that we, here, are willing to recommend acceptance of said terms if they are agreeable to you.

Very truly yours,

F. D. Morgan
Construction Engineer

By F B Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: G. S. Paxson
R. L. Porter
L. I. Lindas
L. H. Young
L. R. Chandler

RECEIVED
MAY 21 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 11 1962
FOR FILING

60(11)

5818

June 11, 1962

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

Your company appears as surety on the performance bond furnished with our contract #5818, awarded to Roy L. Houck Sons' Corp., for grading-paving the Applegate River-Grants Pass Section of the Redwood Highway in Josephine County.

This contract was completed on November 27, 1961, but has not as yet been accepted by the Commission. Final payment in the amount of $25,915.37 will be released to the contractor after acceptance by the Commission. The total contract amount is $840,592.80, of which amount $22,219.77 represents force account items.

No claims for labor or materials have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Roy L. Houck Sons' Corp.,
1585 20th Street NE
Salem
Oregon

RECEIVED
DEC 13 1962

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 27, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

I hand you herewith three sketches of the comparison of vehicular traffic on the Grants Pass-Applegate River Section of the Redwood Highway, U.S. 199, before and after it was opened to traffic.

This submission is in accord with our usual practice of advising you of the before and after traffic volumes on newly completed sections of highway.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
TOM EDWARDS
Tom Edwards
Assistant State Highway Engineer

Attachment

cc/attachment: Forrest Cooper
G. S. Paxson
R. L. Porter
P. M. Stephenson
V. D. Wolfe ✓
F. B. Crandall
F. D. Morgan
L. R. Chandler

RECEIVED

NOTED
V D WOLFE

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

COMPARISON OF VEHICULAR TRAFFIC, GRANTS PASS - APPLEGATE RIVER SECTION BEFORE AND AFTER CONSTRUCTION OF REDWOOD HIGHWAY US199

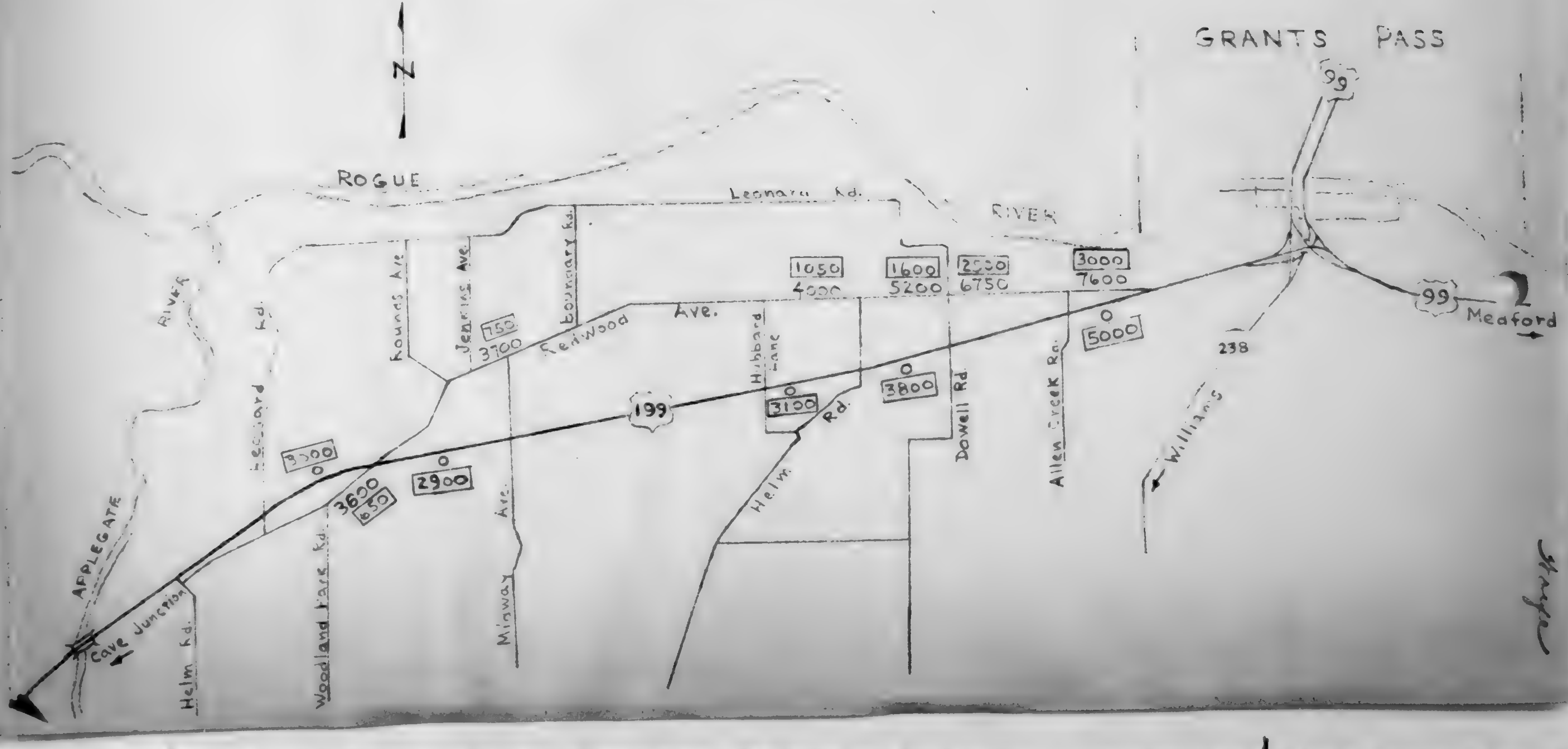
LEGEND

100 1961 ADT BEFORE CONSTRUCTION

$\boxed{100}$ 1961 ADT AFTER CONSTRUCTION

OPENED TO TRAFFIC NOVEMBER, 1961

April, 1962


N
GRANTS PASS
99
99
Medford
238
Williams
ROGUE
RIVER
Leonard Rd.
Redwood Ave.
199
1050
4000
1600
5200
2500
6750
3000
7600
0
5000
0
3800
0
3100
750
3700
3300
0
3600
650
0
2900
Rounds Ave
Jennings Ave.
Boundary Rd.
Hubbard Lane
Helm Rd.
Dowell Rd
Allen Creek Rd.
Midway Ave.
Woodland Park Rd.
Helm Rd.
Hubbard Rd.
APPLEGATE
RIVER
Cave Junction

RECEIVED
MAR 20 1962
FOR FILING

5419

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, N.E.
Salem, Oregon

DATE: March 16, 1962

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

CG Polk

FROM : C. G. Polk, Division Engineer
08-35.8-DB Salem, Oregon

SUBJECT: Oregon Project 127(11)
Applegate-Grants Pass Section of the
Redwood Highway

Reference is made to your letter of March 15, 1962 concerning the Bureau of Public Roads acceptance of the Applegate-Grants Pass section of the Redwood Highway, Project 127(11).

The final inspection of the subject project was made on December 18, 1961. The project was accepted by the Bureau of Public Roads as of that date pending the receipt of the State's certification of the materials and the record samples. The certification was received on January 11, 1962.

copies To
Morgan
Young
3-19-62

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 16 1962
FOR FILING

5818

March 15, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Acceptance of Project

It is requested that we be advised by letter the date of acceptance by the Bureau of Public Roads of the following project:

> Applegate River-Grants Pass Section of the Redwood Highway in Josephine County, grading and paving, Project No. F-127(11), State Contract No. 5818.

If the project has not been accepted by the Bureau of Public Roads, please advise us of the conditions necessary for your acceptance.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending February 2, 1962

Section Applegate River - Grants Pass

Kind of work Grading and Paving

Highway Redwood County Josephine

Section prefix 17-1051

Contractor Roy L. Houck Sons Corporation

Contract number 5818

Date of contract December 12, 1960

Specified work days 150

Date work started December 13, 1960

Work days used 148

Project authorization $954,650.25

Exclusive of engineering $886,764.01

Per cent of time elapsed 98.6 %

Estimated cost of completed project, exclusive of engineering $900,429.32

Estimated per cent overrun 1.4 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $67,886.24

Engineering cost to date $67,800, 99 %

Date project was completed November 27, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

All work on this project has been completed.

1 man working on semi-final estimate this week. This estimate was finished and submitted on thursday.

NOTED
R. L. PORTER

NOTED
JOHN R. [illegible]

Noted
J. N. [illegible]

NOTED
C. E. [illegible]

Signed

Address P. O. Box 646 Ashland, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.87	5.87			5.87
Miles partially completed	5.87	5.87			5.87
Miles completed	5.87	5.87			5.87
Total estimated quantities (contract)	525,000	238,000			45,000
Total quantities corrected to date	501,000	244,800			47,000
Estimated quantities moved or placed to date	501,000	244,000			47,000
Average daily quantities	0	0			0
Average daily quantities necessary to complete project on time	0	0			0
Number shifts per day	0	0			0
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fog		
Monday	Fog		
Tuesday	Fog		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

RECEIVED
DEC 6 1961
FOR FILING

[illegible]

5818

December 5, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 27, 1961, on Contract No. 5818, Applegate River-Grants Pass Section, in Josephine County, in connection with Federal Aid Project No. F-127(11).

Very truly yours,

Forrest Cooper
Acting Highway Engineer

By

L. M. Young
Office Engineer

DBP:jb

cc: H. S. Cox

RECEIVED
OCT 23 1961
FOR FILING

5818

October 20, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering the lining of an irrigation ditch on the Applegate River-Grants Pass Section of the Redwood Highway in Josephine County, Contract No. 5818, in connection with Federal Aid Project No. F-127(11).

Lining the irrigation ditch is necessary to prevent erosion. It has been requested by the Irrigation District.

Asphaltic concrete material for the lining is to be furnished under Price Agreement No. 5. This order covers the extra work required for placing the material.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
AUG 18 1961
FOR FILING
F-127(iii)
5818

August 17, 1961

Oregon State Highway Commission

Gentlemen:

Effective 8 a.m., Monday, August 14, 1961, permission was granted for the establishment of a 35-mile-per-hour construction speed zone on the Applegate River-Grants Pass Section of the Redwood Highway, No. 25, between milepost 6.75 and milepost 7.35, in Jackson County.

Your concurrence is requested in the establishment of the above construction speed zone.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. G. S. Paxson
Mr. F. B. Crandall

VPJ:pk ms

RECEIVED
JUL 14 1961

FOR FILING

[illegible]

5417

July 13, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering the installation of a special drainage system on the Applegate River-Grants Pass Section of the Redwood Highway in Josephine County, Contract No. 5818, in connection with Federal Aid Project No. F-127(11).

In the cut, Stations 533-547, a very heavy flow of ground water has been encountered, which cannot be handled in the ordinary ditches. The seepage area is shown on the attached prints of the typical section. The drainage as planned will not take care of the excess water and damage is resulting to other properties. The drainage is to be reversed as shown on the profile sketch and led to a ravine where no damage will result. The installation of the drainage under the shoulder is shown on the accompanying pipe installation sketch.

Ditching will be in wet conditions and much deeper than ordinary so the contractor will not do it at contract prices. Inlets will also be required at intervals for grade and pipe size changes.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

Enc.

RECEIVED
JUN 29 1961
FOR FILING

F-127(11)

5818

June 28, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering revision of an irrigation flume on the Applegate River-Grants Pass Section of the Redwood Highway in Josephine County, Contract No. 5818, in connection with Federal Aid Project No. F-127(11).

The irrigation flume, Stations 765-766, was staked and constructed to the profile of the irrigation ditch. Revision of the irrigation method and the owner's system makes it necessary to revise the flume.

This work has been verbally approved by the B.P.R. District Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Encl.

DBP:cr

RECEIVED
APR 27 1961
FOR FILING

F-127(11)
5819

April 26, 1961

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering the installation of slide gates on the Applegate River-Grants Pass Section of the Redwood Highway in Josephine County, Contract No. 5818, in connection with Federal Aid Project No. F-127(11).

Slide gates, controlling the distribution of irrigation water, have been destroyed by construction on this project. It is the obligation of the State to replace the gates.

This work has been verbally recommended for approval by the B.P.R. Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enclosure
DBP:cr

RECEIVED
APR 10 1961

FOR FILING
F-127(11)
5414

408 State Highway Building
Salem, Oregon

April 7, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.4-DB Salem, Oregon

Oregon Project No. F-127(11)
Applegate River-Grants Pass Section of the Redwood Highway
State Contract No. 5818 - Order for State Force Work No. 3
Seed, mulch and place jute thatching in ditch areas
Estimated cost - $5,980
Federal Funds - $3,588

Reference is made to your letter dated April 5, 1961 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

RECEIVED
APR 6 1961

FOR FILING

F-127 (11)

5414

April 5, 1961

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 3, Account No. 224-730, covering seeding and mulching on the Applegate River-Grants Pass Section of the Redwood Highway in Josephine County, contract No. 5414, in connection with Federal Aid Project No. F-127(11).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract. It has been verbally recommended for approval by the BPR Area Engineer.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $5,000, with Federal participation of $3,500.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. A. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
MAR 29 1961

FOR FILING

F-127(11)
5818

March 28, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering the fencing of the surge basin on the Applegate River-Grants Pass Section of the Redwood Highway in Josephine County, Contract No. 5818, in connection with Federal Aid Project No. F-127(11).

The surge basin in the vicinity of Station 592+67 has no protection from trespass. Children have been playing in the area and swimming in the basin. For safety, it is proposed to fence the basin and to install wooden gates on the catwalks of the flume structure, which is being constructed under this contract.

This work has been requested by the Irrigation District and verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

Encl.

RECEIVED
FORM E-103
JAN - 6 1961
FOR FILING

7-127(11

5818

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

~~FLOYD QUERY, SECRETARY~~
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

January 6, 1961

Roy L. Houck Sons' Corp.,
1585 20th Street NE
Salem
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5818, awarded December 12, 1960, for grading-paving the Applegate River-Grants Pass Section of the Redwood Highway in Josephine County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
JAN - 5 1961
FOR FILING
F127 (11)
5818

January 4, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Applegate River-Grants Pass Section of the Redwood Highway in Josephine County, Contract No. 5818, in connection with Federal Aid Project No. F-127(11).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
1960

F-127(11)

5818

408 State Highway Building
Salem, Oregon

December 27, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. R. L. Porter
Office Engineer

C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

Utility Adjustment - California-Oregon Power Company
Oregon Project F-127(11), Applegate River-Grants Pass Section,
Redwood Highway

We hereby approve the agreement evidenced by the exchange of letters between the State and the utility company dated December 2, 1960 and December 12, 1960 regarding the referenced adjustment.

Authorization to proceed with the work is granted as of December 19, 1960. Approval is subject to the provisions of PPM 30-4.

NOTED
FORREST COOPER

RECEIVED
DEC 27 1960
FOR FILING
F-127(11)

5818

December 23, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on December 13, 1960, on Contract No. 5818, Applegate River-Grants Pass Section, in Josephine County, in connection with Federal Aid Project No. F-127(11).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

RECEIVED
DEC 20 1960
FOR FILING
F-127 (11)

5TIP

December 19, 1960

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Applegate River-Grants Pass Section
Redwood Highway, Josephine County
Project No. F-127(11)

Dear Sir:

Herewith are the following data covering adjustment of power lines of The California Oregon Power Company in connection with construction of the subject project:

1. Two copies of Assistant Counsel's letter which establishes the obligation of the State to reimburse the Company for portions of the adjustments.

2. Two copies of the Company's estimate for making the adjustments of the reimbursable portions.

3. Two copies of the sketch prepared by the Company showing adjustments to be made.

Your approval of the agreement and authorization to proceed with the work as of this date under the provisions of FPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

RECEIVED
DEC 15 1960
FOR FILING

408 State Highway Building
Salem, Oregon

December 12, 1960

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

F-127(11)
5818

C. G. Folk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project F-127(11)

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project F-127(11), Applegate River-Grants Pass Section, Redwood Highway we hereby concur, as of this date, in award of Contract No., 5818 to Roy L. Houck Sons Corporation, of Salem, Oregon, low bidder in the amount of $839,848.00 at the December 9, 1960 bid opening.

NOTED

Porter

RECEIVED

FOR F-127(11)

5x18

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

November 17, 1960

C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

Oregon Project F-127(11)

We have today approved the P. S. and E. documents for Oregon Project F-127(11), Applegate River-Grants Pass Section, Redwood Highway.

This is to authorize your advertising for bids.

There will be no Federal participation in the cost of the contingent item of permanent signing, as such work may well be included in the bid items. This matter was covered in our letter of November 14, 1960 concerning Oregon Project U-155(7), Pendleton-John Day Highway in Pendleton.

[illegible]
[illegible]

RECEIVED
NOV 17 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

7129 (11)

5414

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 16, 1960

Mr. [illegible] Folk, Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Right of Way Status
Applegate River-Grants Pass
Section
Redwood Highway
Josephine County

Dear Sir:

All rights of way required for the construction project have been acquired in the past.

A recent submission has been made requiring two files for a material source.

No. 31978	Turnidge	$ 8,000
No. 31979	Mayfield	9,260
	Total	$17,260

These files are under condemnation. Letters of legal offer have gone out, and complaints will be filed no later than November 22, 1960.

Upon advice by you that the filings need be completed sooner, we shall be able to file on November 18.

Very truly yours,

WALTER F. WRIGHT
Right of Way Engineer

cc Mr. Forrest Cooper ✓
Mr. L. I. Lindas
Mr. R. L. Porter

NOTED
[illegible]

RECEIVED
NOV 17 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible] 1960
FOR FILING
7-122(11
5414

Salem, Oregon
August 12, 1960

Applegate River-Grants Pass
Section

Forrest Cooper
Deputy State Highway Engineer
OFFICE

We plan to call for bids on the Applegate River-Grants Pass Section of the Redwood Highway on September 27. It is desirable that the proposed contract be a complete job, that is grading, paving and what minor structures are required. The cost of such a proposition has been estimated at approximately $1,200,000.

On Program VI, the Commission has approved $335,000 for this section, however right-of-way acquisition has absorbed $257,000, leaving only $78,000 left for construction. On the new tentative 5-year program, the sum of $1,345,000 has been allotted to this section. As the Commission will give advance approval to advertise this job from the new program, we can proceed on schedule and the $78,000 balance on Program VI can be transferred to reserve.

R. L. Porter
Office Engineer

RLP:sw

S-333(3) W. Unit, Adel-Blizzard Gap Sec.
Adel-Nevada State Line Road
#5819 Grading and structures. 1960

RECEIVED
MAY 18 1964

FOR FILING

PORTLAND OFFICE
901 SOUTH EAST OAK STREET
TELEPHONE: BELMONT 5-8603
PORTLAND 14, OREGON

THE Glens Falls GROUP
INSURANCE WITH INTEGRITY

PACIFIC DEPARTMENT
6TH FLOOR MILLS TOWER
SAN FRANCISCO 4, CALIFORNIA

May 13, 1964

Office of the Secretary
Oregon State Highway Commission
Salem 10, Oregon

File No. 73CB 54506K 73CB 45941
73CB 43840 73CB 45952K
73CB 44267 73CB 54941K
73CB 44268 73CB 44389

Contract 5781 - H. G. Carl Const. Co.

Contract # 5797 - H. G. Carl Const. Co.

File

Contract # 5819 - Stanley Hill

Principal: H. G. Carl Construction Company

Gentlemen:

Your letters dated May 4 regarding H. G. Carl Construction Company and various claims filed with the Secretary of State by Oregon-Washington Carpenters Employees Health and Welfare Trust Fund, have been received.

This is to advise that no claims were ever made by the above filing claimant within the statutory period nor any suits filed on behalf of them within the statutory period allowed under our Oregon statutes for the filing of such claims. Had they been, I am not at all sure whether these claims would be proper and payable under our bonds but needless to say, we are not honoring these claims because of the above reason and for any others that may appear.

This is for your file information and to acknowledge your notice of the above matters.

Very truly yours,

R. L. Metcalf

R. L. Metcalf
Claims Manager

Cec,
for your info

RLM/ks

[illegible] RY

[illegible] HEAD

RECEIVED
MAY 5 - 1964

FOR FILING

May 4, 1964

Glens Falls Insurance Company
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

Attached is a copy of a claim in the amount of $95.54 which has been filed with the Secretary of State by The Oregon-Washington Carpenters-Employers Health and Welfare Trust Fund for labor supplied to H. G. Carl Construction Company (subcontractor).

This appears to be in connection with State Highway Contract No. 5819 with Stanley Wilt, prime contractor, for grading and structures on the West Unit, Adel-Blizzard Gap Section of the Adel-Nevada State Line Road in Lake County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

CC:
Jack F. Porter, Resident Agent
Glens Falls Insurance Company
137 S. 2nd
Corvallis, Oregon

Stanley Wilt
P. O. Box 448
Corvallis, Oregon

NOTED ON CARD

Commissioners
CWH:fp

HOWELL APPLING, JR.
Secretary of State

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 97310

April 24, 1964

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon 97310

Dear Sir:

We have received from Ronald B. Lansing, c/o Bailey, Swink, Haas and Seagraves, Attorneys at Law, 617 Corbett Building, Portland 4, Oregon, four notices of claim by Oregon-Washington Carpenters-Employers Health and Welfare Trust Fund for the employees of Henry G. Carl, Sr., and H. Gordon Carl, Jr., dba H. G. Carl Construction Company, being beneficiaries of said Trust Fund, who supplied labor for H. G. Carl Construction Company in the sums as follows:

Sum	Our File No.	Job
$212.99	4076	Santiam River Overflow — #5797
95.32	4077	Butte Creek Bridge — #5781
82.12	4078	Emile Creek (#62) — U.S. Forest Service
95.54	4079	Blizzard Gap Bridge — #5819

against the bonds taken from H. G. Carl Construction Company, principal and Glens Falls Insurance Company, surety.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State

By Inger J. Henrikson
(Miss) Inger Henrikson
Public Records Section

IH:FK
Enc.

NOTED
FLOYD QUERY

RECEIVED
APR 28 1964
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

PAUL T. BAILEY
DON G. SWINK
HARL H. HAAS
CHARLES H. SEAGRAVES

RONALD B. LANSING

BAILEY, SWINK, HAAS AND SEAGRAVES
ATTORNEYS AT LAW
617 CORBETT BUILDING
PORTLAND 4, OREGON
222-1319

SOUTHERN OREGON OFFICE
CHARLES H. SEAGRAVES
223 S.E. H STREET
GRANTS PASS, OREGON
GREENWOOD 6-6806

April 23, 1964

NOTICE OF CLAIM

TO: The State of Oregon, acting by and through the State Highway Commission -

Notice is hereby given that the undersigned, Oregon-Washington Carpenters-Employers Health and Welfare Trust Fund, has a claim for the employees of Henry G. Carl, Sr., and H. Gordon Carl, Jr., doing business as H. G. Carl Construction Company, being beneficiaries of said Trust Fund, who supplied labor for H. G. Carl Construction Company in the sum of $95.54 against the bond taken from H. G. Carl Construction Company, as principal, and Glens Falls Insurance Company, as surety, for the work on the Blizzard Gap Bridge job.

THE OREGON-WASHINGTON CARPENTERS-
EMPLOYERS HEALTH AND WELFARE TRUST FUND

BAILEY, SWINK, HAAS and SEAGRAVES

by Ronald B. Lansing
Ronald B. Lansing

RECEIVED
APR 24 1964
HOWELL APPLING, JR.
SECRETARY OF STATE

[illegible]

FILED
APR 24 1964
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
G 30 1962
FOR FILING

5519

Salem, Oregon
August 29, 1962

Mr. F. B. Klaboe
Assistant Construction Engineer
Building

Relative to the preparation of billings against Lake County in line with our agreement on the section from Adel to the Nevada State line; please furnish City and County Relations with the proper data so that they may process the matter.

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

cc H. S. Cox

FORM E 20 50M 6-61 36681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 23, 1962

SUBJECT: Lake County Agreement
Adel-Nevada State Line Road

To:

Mr. R. L. Porter
Ass't State Highway Engineer
OFFICE

In accordance with your request, we referred the matter of the charges to be made against Lake County in connection with the Adel-Nevada State Line to Mr. Duane Wolfe of the Accounting Division. His report to you indicates that the only things for which we can bill the county is for the painted cattle guards (five in number) of which four have been built at an approximate cost of $180, and one remains to be built at an estimated cost of $45. Also, the county shall be billed for the seeding and mulching on the unit already completed in the amount of $5,257.69. There is some seeding remaining to be done which is estimated to cost $2,000.

Please advise if wish this office to prepare the Request for Outside Billing, or if it should be referred to the County-City Relations in view of the fact that they have handled all the previous negotiations on this project.

F. D. Morgan
Construction Engineer

by

F B Klaboe
F. B. Klaboe
Ass't Construction Engineer

EAP:db

FORM E-30 5CM 6-61 36481

REFERRED TO Cox
FOR
R. L. PORTER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 21, 1962

SUBJECT: Lake County Agreement
West Unit, Adel-Blizzard Gap Section
Adel-Nevada State Line Road

To:

Mr. R. L. Porter
Assistant State Highway Engineer

At the request of the Construction Division, we have reviewed all known documents pertaining to Lake County's obligation to the Department for costs incurred in connection with the West Unit, Adel-Blizzard Gap Section of the Adel-Nevada State Line Road.

The agreement between the County and Department provides that the county shall be responsible for the performance of all obligations contracted in the acquisition of right of way for said road, including but not limited to the installation of fences, cattle guards, headgates, reconstruction of irrigation canals and ditches, and seeding of slopes and cuts. The extent of the County's liability is determined by the obligations contracted in the acquisition of right of way. The Real Estate options entered into by the County do not obligate the County for costs incurred in the construction of headgates and irrigation canals. The options do obligate the County for fencing and cattle guards. The agreement between the County and the Bureau of Land Management obligates the County for seeding the slopes and cuts.

In our opinion, the Department is responsible for the costs incurred in connection with all drainage and irrigation problems. The County being responsible for the costs incurred in the installation of fences, cattle guards, and seeding the slopes and cuts.

D B Taylor
for C. H. Maison
Auditor

CC: Frank Morgan
Construction Engineer

CHM:DFW:sr

AUG [illegible] 1962
[illegible]

Original To Cox
8-29-62

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 25, 1962

SUBJECT: Billing of Lake County Construction Obligations - Adel-Nevada State Line Section of the Warner Secondary Hwy.

To: Mr. C. H. Maison
Auditor

Building

About a year ago the State Highway Commission in Lake County entered into an agreement for the construction of this section of the highway with the provision that Lake County would either construct or pay for the construction of certain items. Mr. Dean Swift, Division Engineer, has advised me that the following items have been constructed by the State and either have been or should be billed to the County. The Department does not wish to transfer the right of way until such time as the County has paid for all items that we have constructed.

I would appreciate it if your office could advise me when the County has paid for the following items constructed by the State:

(1) Five painted stock guards constructed under Contract No. 5941 or 6061, four of which, I understand, the County has been billed for and one of which remains to be constructed.

(2) Headgates in the amount of $2,550.00 which were constructed under Contract No. 5819 or 5541, and as far as I know the County has not been billed.

(3) I also understand that irrigation ditches and canals were constructed under Contracts No. 5819 and 5541 and the amounts have not yet been billed to Lake County.

(4) There is also the matter of seeding of cut slopes and borrow by the State, and I understand that we have completed work on 15 miles of this but still have to seed on the remaining 22 miles.

I would appreciate being advised when all of the above items have been billed and collected from Lake County so that the transfer of right of way may be consummated.

G. E. ROHDE
Assistant Counsel

JLS:jw

original back to Rodde
9-24-62

RECEIVED
MAY 3 1962
FOR FILING

5819

May 2, 1962

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

We have received copy of a letter addressed to you, dated April 30, 1962, from the Crater Lake Machinery Co., Klamath Falls, stating that they withdraw their claim of April 16 against the Continental Construction Co. for $2,714.52 for labor and tractor parts.

Our records indicate this to be in connection with State Highway Contract No. 5819 with Stanley Wilt, prime contractor, for grading and structures on the West Unit, Adel-Blizzard Gap Section of the Adel-Nevada State Line Road in Lake County.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Jack F. Porter, Resident Agent
Glens Falls Insurance Company
137 S. Second
Corvallis, Oregon

NOTED ON CARD
dc

Stanley Wilt
P. O. Box 448
Corvallis, Oregon

Crater Lake Machinery Co.
P. O. Box 31
Klamath Falls, Oregon

Commissioners
Mr. Forrest Cooper

CWH:fp

CATERPILLAR

CRATER LAKE
MACHINERY CO.
P. O. Box 31 - Klamath Falls, Oregon - TU 2-2544

April 30, 1962

Glens Falls Insurance Co.
Mills Tower
San Francisco, California

In re: Continental Construction Co.
Project #5819 - Grading & Structures
on the West Unit Adel-Blizzard Gap
Section of the Adel-Nevada State
Line Road

Gentlemen:

The undersigned, Crater Lake Machinery Co., hereby withdraws claim against the above Continental Construction Co. for $2,714.52 for labor and tractor parts dated April 16, 1962 and desire that this claim be withdrawn from your files.

Very truly yours,

John F Rose
JOHN F ROSE
Credit Manager

cc to: Cont. Const. Co.
Ore. State Highway
File

Acc, please handle
76

RECEIVED
MAY - 1 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

DIESEL ENGINES • TRACTORS • MOTOR GRADERS • EARTHMOVING EQUIPMENT

RECEIVED
R 26 1962
FOR FIL

333 (3)
[illegible]119

GENERAL CONSTRUCTION AND ENGINEERING

CONTINENTAL CONSTRUCTION CO., INC.
POST OFFICE BOX 448, CORVALLIS, OREGON • TELEPHONE PLaza 3-7205

April 25, 1962

Crater Lake Machinery Co.
P.O.Box 31,
Klamath Falls, Oregon

Re: Claim $2714.52
Ore State Hi #5819

Dear Mr.Rose:

Your letter of April 23,1962 and a copy of Oregon State Highway Department letter dated April 20,1962 has been received by us.

This is to advise you that Oregon State Highway job No.5 19 was accepted by the Oregon Highway Engineers on June 19, 1961 as completed.

The formal acceptance date by the Commission was much later, however, the tractor referred to in your claim did not work on job #5 19 after June 19, 1961 as our labor records indicate.

Please note the repairs were made after the June completion date.

Please advise the Oregon State Highway Commission of your error and ask for withdrawal of the above mentioned claim.

Very truly yours,

Stanley Wilt

SW:o

NOTED
C. W. HEAD

NOTED
LLOYD QUERY

cc: Glens Falls Insurance Co.,San Francisco 4,Calif.
✓State Highway Department, Salem, Oregon

RECEIVED
Glens Falls
INSURANCE COMPANY
Glens Falls, N. Y.
PACIFIC COAST DEPARTMENT
MILLS TOWER SAN FRANCISCO 4
FOR FILING

5819

J. F. PORTER
137 SOUTH SECOND STREET
CORVALLIS, OREGON

April 23, 1962

Glens Falls Insurance Co.
6th Floor Mills Tower
San Francisco 4, California

Re: Bond No. 83 81 68 -- Stanley Wilt
State Highway Contract No. 5819. [illegible]
[illegible]

Gentlemen:

I am enclosing a copy of a letter received April 18th in our office, from Crater Lake Machinery Co., P. O. Box 31, Klamath Falls, Oregon, making a claim under the above contract for labor and tractor parts in the sum of $2,714.52. We have today received a copy of a letter written to you by the State Highway Department, State of Oregon, Salem, Oregon regarding this claim. Our records show that this contract was completed June 19, 1961, and released by the Highway Commission, which we understand would void bhis claim because of the expiration of the time allotted for filing labor and material liens.

However, we did notify Mr. Wilt about this claim, and discussed it with him thoroughly. He states that he does have a bill payable in about that amount, as mentioned above, with the Crater Lake Machinery Co., but it has nothing to do with contract no. 5819. They did some equipment work for him on that job, too, but it has been paid in full, and was not in that amount. Therefore, he states that this claim filed is not in order, and he wanted us to notify you that effect.

Very truly yours,

J F Porter
J. F. PORTER, Agent

Cec, better check our letter [illegible]

bh
enc.

cc: Oregon State Highway Commission
Secretary, Floyd Query, Salem, Oregon.

Stanley Wilt
P. O. Box 199, Corvallis, Oregon.

NOTED
C. W. HEAD

RECEIVED
APR 24 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 23 1962
FOR FILING

5819

April 20, 1962

Crater Lake Machinery Company
P. O. Box 31
Klamath Falls, Oregon

Gentlemen:

This is to acknowledge receipt of a copy of your claim letter dated April 16 addressed to Glens Falls Insurance Company stating that the Continental Construction Company owe you for labor and tractor parts in the amount of $2,714.52.

From the description in your claim, this appears to be in connection with State Highway Contract No. 5819 with Stanley Wilt for grading and structures on the West Unit, Adel-Blizzard Gap on the Adel-Nevada State Line Road in Lake County.

This contract was accepted by the Highway Commission on December 8, 1961. You are no doubt aware that the Glens Falls Insurance Company through Jack F. Porter, Resident Agent, 137 South Second Street, Corvallis, furnished the performance bond, which is given to assure completion of the contract and payment of all bills incurred in it.

So that there will be no misinterpretation of the law, we are forwarding your claim letter to the Secretary of State for filing. In the meantime, this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fkn

NOTED ON CARD
dc

FORM E-123-X 80M 6-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 19, 1962

Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol Building
Salem 10, Oregon

Attention: Mr. George C. Stephens

Dear Sir:

Attached is a claim letter dated April 16, 1962, for filing in the amount of $2,714.52, received from Crater Lake Machinery Company for labor and tractor parts furnished to the Continental Construction Company.

This appears to be in connection with State Highway Contract No. 5819 with Stanley Wilt for grading and structures on the West Unit, Adel-Blizzard Gap on the Adel-Nevada State Line Road in Lake County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

CWH:fkn

NOTED ON CARD
lc

File #3943

FILED
APR 2 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

NOTED
C. W. HEAD

RECEIVED
APR 23 1962
OREGON
STATE HIGHWAY COMMISSION

April 19, 1962

Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol Building
Salem 10, Oregon

Attention: Mr. George C. Stephens

Dear Sir:

Attached is a claim letter dated April 16, 1962, for filing in the amount of $2,714.52, received from Crater Lake Machinery Company for labor and tractor parts furnished to the Continental Construction Company.

This appears to be in connection with State Highway Contract No. 5819 with Stanley Wilt for grading and structures on the West Unit, Adel-Blizzard Gap on the Adel-Nevada State Line Road in Lake County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

CWH:fkn

NOTED ON CARD
Lc

April 19, 1962

Glens Falls Insurance Company
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

A claim letter dated April 16, 1962, has been received from Crater Lake Machinery Company, Klamath Falls, advising that the Continental Construction Company owes them for labor and tractor parts in the amount of $2,714.52.

This appears to be in connection with State Highway Contract No. 5819 with Stanley Wilt for grading and structures on the West Unit, Adel-Blizzard Gap on the Adel-Nevada State Line Road in Lake County.

We have forwarded this claim to the Secretary of State for filing. Attached is a copy for your record.

This information is provided as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

CWH:fkn

cc: Jack F. Porter
Resident Agent
137 South Second
Corvallis, Oregon

Stanley Wilt
P. O. Box 448
Corvallis, Oregon

Commissioners

Mr. Forrest Cooper

NOTED ON CARD
dc

KLAMATH FALLS
REDMOND
MEDFORD

[redacted]

CRATER LAKE
MACHINERY CO.

P. O Box 31 - Klamath Falls Oregon - TU 2-2544

April 16, 1962

Glens Falls Insurance Co.
137 South Second Street
Corvallis, Oregon

In re: Continental Construction Co.
Project #5819 - Grading & Structures
on the West Unit Adel-Blizzard Gap
Section of the Adel-Nevada State
Line Road

Gentlemen:

Notice is hereby given that the undersigned, Crater Lake Machinery Co., has a claim for labor and tractor parts in the sum of $2,714.52 incurred during the period February 3, 1961 to September 25, 1961 against the bond taken from your Company by Continental Construction Company, P.O. Box 448, Corvallis, Oregon for work on the above project.

Sincerely,

John F Rose
JOHN F ROSE
Credit Manager

cc to: Cont. Const. Co.
Ore. State Highway Com. ✓
File

RECEIVED
APR 17 1962
OREGON
STATE HIGHWAY COMMISSION

Contract 5819 4-5-62

RECEIVED
APR 9 1962 4/15
FOR FILING

Monthly transaction number	For -2A U.S. DEPARTMENT OF COMMERCE (5- -57) BUREAU OF PUBLIC ROADS	ate **Oregon**
	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County **Lake**
Project report number 9		Project number **S-333(3)**

5819

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **February 13**, 19**61**, is hereby modified as follows:

Revised estimated total cost of project	$ **251,620.00**
Revised Federal funds	$ **152,717.00**
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **5** day of **April**, 19**62**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Asst **State Highway Engineer**
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX **C. G. Polk**
Division Engineer

By: L.R. Backlund
L. R. Backlund
Acting Administrative Manager

USComm-DC 11170

March 22, 1962

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway official, for the West Unit, Adel-Blizzard Gap Section, Project No. S-333(3).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RHC:bb

RECEIVED
MAR 2 1961
FOR FILING

2-13-61

Monthly Transaction No. 1-53	Form [illegible]2 (9-1[illegible]) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	[illegible]e **Oregon**
Project Report No. [illegible]	FEDERAL-AID PROJECT AGREEMENT	County **Lake**
		Project No. **S-333(3)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

St. Rd., Adel East, 9 miles
(West Unit, Adel-Blizzard Gap Section)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	7-26-60	9.03
Other *(Specify)*		

FUNDS	
Estimated total cost of project $ 237,742	Federal funds $ 146,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

~~Deputy~~ **State Highway Engineer**
(title)

By

(title)

By

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX By C. G. Polk
Division Engineer

By:
R. C. Wright
Administrative Manager

Date executed by Division Engineer **February 13, 1961**

USComm-DC 40257

February 9, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway official, for the West Unit, Adel-Blizzard Gap Section, Project No. S-333(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RHC:bb

December 21, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the West Unit, Adel-Blizzard Gap Section, Project No. S-333(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

HNC:jb

Oregon State Highway Department

Federal Aid Secondary
Project No. S-333(3)

FIRST UNIT, ADEL-BLIZZARD GAP SECTION OF THE ADEL-NEVADA STATE LINE ROAD IN LAKE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 21, 1960

Type Code 0010
Roadway (Sta. 126+36 thru Equa. 493+76.09=481+78.28 to Sta. 593+00)(Contract No. 5819)

Clearing and Grubbing	All	Required		$ 10,000.00
Drainage Excavation, Unclassified	450	cu.yds.	$ 3.00	1,350.00
Special Borrow Excavation, Unclassified	141,100	cu.yds.	0.24	33,864.00
General Excavation, Unclassified	227,000	cu.yds.	0.22	49,940.00
Short Overhaul	1,054,000	yd.stas.	0.005	5,270.00
Long Overhaul	97,800	C-yd.stas.	0.02	1,956.00
Finishing Roadbed and Slopes	8.99	miles	600.00	5,394.00
Rounding Cutbanks	13,500	lin.ft.	0.20	2,700.00
12-inch Corrugated Metal Pipe	120	lin.ft.	3.30	396.00
18-inch Corrugated Metal Pipe	680	lin.ft.	4.60	3,128.00
24-inch Corrugated Metal Pipe	120	lin.ft.	6.50	780.00
36-inch Corrugated Metal Pipe	320	lin.ft.	12.00	3,840.00
48-inch Corrugated Metal Pipe	160	lin.ft.	17.50	2,800.00
60-inch Corrugated Metal Pipe	200	lin.ft.	25.00	5,000.00
24-inch Half-Circle Corrugated Metal Pipe	136	lin.ft.	4.00	544.00
50-inch Arch Type Corrugated Metal Pipe	88	lin.ft.	15.50	1,364.00
58-inch Arch Type Corrugated Metal Pipe	120	lin.ft.	21.00	2,520.00
18-inch Corrugated Metal Siphon Pipe	90	lin.ft.	8.00	720.00
18-inch Metal Slide Gates, 3-foot Frame	6	only	100.00	600.00
24-inch Metal Slide Gates, 4-foot Frame	1	only	150.00	150.00
36-inch Metal Slide Gates, 6-foot Frame	3	only	250.00	750.00
48-inch Metal Slide Gates, 8-foot Frame	1	only	450.00	450.00
60"x36" Structural Steel Slide Gate, 5-foot Frame	1	only	300.00	300.00
Concrete End Basins	2	cu.yds.	130.00	260.00
Class "A" Concrete in Diversion Boxes	3	cu.yds.	130.00	390.00
Class "A" Concrete in Headwalls	3	cu.yds.	130.00	390.00
Metal Reinforcement in Headwalls	115	lbs.	0.20	23.00
Sprinkling	9,900	M-gals.	1.75	17,325.00
Loose Riprap	770	cu.yds.	6.00	4,620.00
				$156,824.00
Signing (Permanent)				$ 250.00

Utilities Work

Work by the Surprise Valley Electric Co.	All Required	$ 3,200.00
Work by the Beaver State Telephone Co.	All Required	300.00
		$ 3,500.00
	Subtotal	$160,574.00
	10% Engr. & Cont.	16,057.00
	Total	$176,631.00

Type Code X021
Deep Creek Bridge #8848 (Sta. 201+64.75 to Sta. 202+79.25)(Contract No. 5519)

Furnish Treated Timber Piling	800 lin.ft.	$ 1.96	$ 1,568.00
Drive Timber Piles	30 only	73.50	2,205.00
Treated Timber in Place	7.7 M-FBM	500.00	3,850.00
Class "A" Concrete (133 cu.yds.)	All Required (55%)		14,300.00
Metal Reinforcement (50,500 lbs.)	All Required (55%)		7,161.00
			$ 29,084.00

Type Code X021
Irrigation Canal Bridge #8850(Sta. 255+17.25 to Sta. 255+61.75)(Contract No. 5519)

Furnish Treated Timber Piling	500 lin.ft.	$ 1.96	$ 980.00
Drive Timber Piles	20 only	73.50	1,470.00
Treated Timber in Place	3 M-FBM	500.00	1,500.00
Class "A" Concrete (44 cu.yds.)	All Required (20%)		5,200.00
Metal Reinforcement (18,200 lbs.)	All Required (20%)		2,604.00
			$ 11,754.00

Type Code X021
Irrigation Canal Bridge #8849 (Sta. 293+92.25 to Sta. 294+41.75)(Contract No. 5519)

Furnish Treated Timber Piling	625 lin.ft.	$ 1.96	$ 1,225.00
Drive Timber Piles	25 only	73.50	1,837.50
Treated Timber in Place	3.8 M-FBM	500.00	1,900.00
Class "A" Concrete (58 cu.yds.)	All Required (25%)		6,500.00
Metal Reinforcement (24,300 lbs.)	All Required (25%)		3,255.00
			$ 14,717.50
	Subtotal		$ 55,555.50
	10% Engr. & Cont.		5,555.50
	Total		$ 61,111.00

Length of Roadway - - - - - - - - - - - - - - - - - - 8.993 Miles
Length of 3 Structures - - - - - - - - - - - - - - - 0.041 Mile
Total Length - 9.034 Miles
Cost of Roadway Per Mile - - - - - - - - - - - - - - $19,640.94

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$176,631.00	$109,000.00	$ 67,631.00
Structures	61,111.00	37,000.00	24,111.00
	$237,742.00	$146,000.00	$ 91,742.00

State Funds For Const.: Chap. 175, Laws 1917; Chap. 34, Laws 1920;
Chap. 529, Laws 1939

State Funds For Maint.: Chap. 529, Laws 1939

RECEIVED
MAR 16 1962

FOR FILING

5819

March 16, 1962

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

A post-final payment in the amount of $1,043.66 will be made to Stanley Wilt on contract #5819 for grading-structures on the West Unit of the Adel-Blizzard Gap Section of the Adel-Nevada State Line Road in Lake County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $219,375.61, including the post-final payment. Of the total, $1,988.18 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Jack F. Porter, Res. Agent
137 South 2nd
Corvallis, Oregon

cc: Mr. Stanley Wilt
P. O. Box 448
Corvallis, Oregon

RECEIVED
EB 6 1962

FOR FILE

W Unit, Adel-Blizzard Gap
Contract No. 5819

January 25, 1962

FINAL COST ANALYSIS
Grading and Structures
Contractor: Stanley Wilt
Resident Engineer: W. N. Hackleman

Adel-Nevada State Line Road
Prefix No. 219-1031

Item 2719	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	10,000.00		2,364.19	10,000.00
Drainage Excav., Unclass.	1,767.51	Cu. Yd.	3.00	2.51	4,429.13	5,302.53
Sp. Borrow Excav., Unclass.	129,012.5	Cu. Yd.	0.24	0.375	48,380.92	30,963.00
General Excav., Unclass.	213,320.1	Cu. Yd.	0.22	0.30	63,552.84	46,930.42
Short Overhaul	839,439	Yd. Sta.	0.005	0.0064	5,304.50	4,197.20
Long Overhaul	88,552	C-Yd. Sta.	0.02	0.26	23,374.02	1,771.04
Finish Roadbed & Slopes	9.018	Mile	600.00	638.50	5,758.00	5,410.80
Rounding Cutbanks	13,245	Lin. Ft.	0.20	0.18	2,342.01	2,649.00
12" CMP, Uncoated	132	Lin. Ft.	3.30	2.88	379.69	435.60
18" CMP, Uncoated	648	Lin. Ft.	4.60	4.16	2,692.95	2,980.80
24" CMP, Uncoated	100	Lin. Ft.	6.50	5.24	523.84	650.00
36" CMP, Uncoated	428	Lin. Ft.	12.00	11.55	4,947.17	5,136.00
48" CMP, Uncoated	162	Lin. Ft.	17.50	14.80	2,397.79	2,835.00
60" CMP, Uncoated	220	Lin. Ft.	25.00	24.87	5,471.72	5,500.00
24" Half-Circle CMP, Uncoated	210	Lin. Ft.	4.00	3.89	817.55	840.00
50" CMP, Arch Type, Uncoated	100	Lin. Ft.	15.50	13.55	1,355.45	1,550.00
48" CMP, Arch Type, Uncoated	96	Lin. Ft.	21.00	20.53	1,970.63	2,016.00
18" C.M. Siphon Pipe	154	Lin. Ft.	8.00	9.46	1,456.93	1,232.00
18" Metal Slide Gate 3-ft Frame	7	Each	100.00	67.80	474.57	700.00
24" Metal Slide Gate 4-ft Frame	1	Each	150.00	109.22	109.22	150.00
36" Metal Slide Gate 6-ft Frame	5	Each	250.00	202.28	1,011.41	1,250.00
48" Metal Slide Gate 8-ft Frame	1	Each	450.00	352.31	352.31	450.00

NOTED

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
60" x 36" Structural Steel Slide Gate 5-ft Frame	2	Each	300.00	269.63	539.26	600.00
Concrete Eng Basins	17.49	Cu. Yd.	130.00	108.57	1,898.92	2,273.70
Cl. "A" Conc. in Diversion Boxes	2.26	Cu. Yd.	130.00	108.57	245.18	293.80
Cl. "A" Conc. in Headwalls	5.68	Cu. Yd.	130.00	108.57	616.92	738.40
Mtl. Reinforcement in Headwalls	211.7	Lbs.	0.20	0.18	37.38	42.34
Sprinkling	10,370.8	M-Gal.	1.75	1.30	13,490.22	18,148.90
Loose Riprap	1,036.9	Cu. Yd.	6.00	3.10	3,211.04	6,221.40
*Furnish Treated Tbr. Piling	1,925	Lin. Ft.	1.96	1.60	3,080.00	3,773.00
*Drive Timber Piles	75	Only	73.50	60.00	4,500.00	5,512.50
*Treated Timber in Place	14.85	M/FBM	500.00	420.00	6,090.00	7,425.00
*Class "A" Concrete	100%	All	26,000.00	21,150.00	21,150.00	26,000.00
*Metal Reinforcement	100%	All	13,020.00	10,953.73	10,953.73	13,020.00
PA#1 Ladders	100%	All	185.00	119.04	119.04	185.00
PA#2 18" CMP Bands	3	Each	2.40	2.40	7.20	7.20
18" CMP Uncoated	82	Lin. Ft.	2.40	2.40	196.80	196.80
EW#1 Moving Pipes					884.49	944.52
					$246,487.02	$218,331.95

Total Cost	$ 246,487.02
Gross Revenue	218,331.95
Net Loss	$ 28,155.07

Net Loss equals 12.9% of Gross Revenue

* Work done by H.G. Carl Construction Company

DETAIL OF COSTS - Contract No. 5819

Labor:		
Labor	$ 56,696.49	
Labor Insurance	4,399.65	
Health and Welfare	1,303.20	$ 62,399.34
Materials:		
12" Corr. Metal Pipe 132 Lin. Ft. @ $1.76 & Bands 3 Each @ $1.76	237.60	
18" Corr. Metal Pipe 730 Lin. Ft. @ $2.40 & Bands 36 Each @ $2.40	1,838.40	
24" Corr. Metal Pipe 100 Lin. Ft. @ $4.30 & Bands 4 Each @ $4.30	447.20	
36" Corr. Metal Pipe 428 Lin. Ft. @ $8.64 & Bands 20 Each @ $8.64	3,870.72	
48" Corr. Metal Pipe 162 Lin. Ft. @ $11.81 & Bands 8 Each @ $11.81	2,007.70	
60" Corr. Metal Pipe 220 Lin. Ft. @ $19.91 & Bands 7 Each @ $39.82	4,658.94	
24" Half Circle CMP 210 Lin. Ft. @ $2.57	539.70	
50" Arch Type CMP 100 Lin. Ft. @ $10.97 & Bands 4 Each @ $10.97	1,140.88	
58" Arch Type CMP 96 Lin. Ft. @ $16.10 & Bands 4 Each @ $16.10	1,610.00	
18" CM Siphon Pipe 154 Lin. Ft. @ $4.10 & Bands 4 Each @ $18.40	705.00	
18" Metal Slide Gate 3-ft. Frame 7 Each @ $55.00	385.00	
24" Metal Slide Gate 4-ft. Frame 1 Each @ $77.50	77.50	
36" Metal Slide Gate 6-ft. Frame 5 Each @ $174.90	874.50	
48" Metal Slide Gate 8-ft. Frame 1 Each @ $325.85	325.85	
60" x 36" Struc. Steel Slide Gate 5-ft. Frame 2 Each @ $216.90	433.80	
Class "A" Concrete in End Basins 17.49 Cu. Yds. @ $39.62	692.93	
Class "A" Concrete in Diversion Boxes 2.26 Cu. Yds. @ $39.62	89.54	
Class "A" Concrete in Head Walls 5.68 Cu. Yds. @ $39.62	225.03	
Metal Reinforcement in Head Walls 211.7 Lbs. @ $0.105	22.23	
Ladders 2 Each @ $49.00	98.00	
Materials used on E. W. per Invoice	92.90	20,373.42
Equipment Rental and Miscellaneous Supplies;		
Equipment Rental, Owned	79,207.35	
Equipment Rental, Hired	2,348.55	
Gas, Oil and Grease	19,029.11	
Freight and Cartage	2,874.29	
Bond and Insurance	2,751.60	
Explosives	2,512.50	
P.U.C.	40.00	
Small Tools and Miscellaneous Supplies	1,975.00	
Home Office and General Overhead	7,202.13	117,940.53
Subcontract on Structures	45,773.73	45,773.73
TOTAL COST		$ 246,487.02

Remarks - Contract No. 5819

This was a "Federal Aid Secondary Project" calling for the construction of 8.99 miles of highway roadbed and three reinforced concrete trestle bridges on the West Unit, Adel-Blizzard Gap Section of the Adel-Nevada State Line Road in Lake County. The contract was bid December 9th, awarded December 12, 1960. Work started January 9th and was completed June 19, 1961.

The contractor started moving in his equipment January 9th and started clearing and pioneering on the west end of the project. The clearing consisted of sage brush, some old buildings and fence. Equipment used for clearing consisted of one traxcavator and one hired tractor with power shreader to cut down sage brush on the east end of the project.

Grading got under way the week of January 16th with the following equipment: Three D-8 cats and dozers, one traxcavator, one #12 blade, one 1-1/2 yard shovel dragline, one 15 ton motor crane, four S-18 Euclid two-wheel tractors and scrapers, two sprinkling trucks sizes 3.1 and 4.1 m/gal., one 365 compressor and one 3-1/2-inch track drill plus equipment used for maintenance. The material encountered in the grading was sandy with some gravel on the west end and fine and powdery on the east except for the very east end where solid rock was encountered. The borrow material being of this same sand and gravel also contained large boulders. Considerable amount of water was used both in the excavated area and the embankment areas to get compaction. Progress was somewhat slow due to down time of equipment being repaired as the S-18's were out of production for major repairs quite often.

The contractor shows a loss on the excavation items due to low production and a low bid price mainly in the haul.

The concrete trestle structures were sublet to H.G. Carl Construction Company.

M.N. Juve
Chief Cost Analyst

By

C.E. Layton

RECEIVED
NOV 27 1961
FOR FILING

5819

Salem, Oregon
November 24, 1961

Warner Valley Stock Co.
Letter of Protest re
Winnemucca-to-the-Sea

Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

The subject of the Warner Valley Stock Company's letter of protest pertains to adequate waterways for Deep Creek and Twenty-mile Bypass. Investigation reveals the following facts, some of which are background and some current:

(1) West Unit of the Adel-Blizzard Gap was constructed with FAS funds, not FAS-C funds.

(2) While the construction took place during the time subject road was under the jurisdiction of the County, it was understood that the road would become a part of the state secondary system.

(3) This being a FAS project, the County did, of course, have to approve the plans.

(4) State Highway personnel determined the size and type of openings, designed, and constructed all structures.

(5) Division Engineer Swift indicates in very positive terms that the waterways under discussion are more than adequate to handle any amount of water of record. There, of course, can always be the question of drift from the Deep Creek watershed being floated down by a "gulley washer" and piling up against the Deep Creek structure. Mr. Swift assures that the chances of this happening are extremely remote.

(6) It is Mr. Lindas' "off the ceiling" opinion that the question raised is intriguing and one factor would be whether the damage was claimed before or after our acceptance of this road for inclusion in the Federal-aid System. It is his further opinion he would be in a very precarious position attempting to prove to a court that the Highway Department had no responsibility

in this particular problem. He further indicates "looking at the ceiling" the letter of protest referred to herein is superfluous--that the Warner Valley Stock Company would have just as good a claim without the letter of warning.

In summation, while the chances of such an event occurring are very improbable, we would probably end up being responsible should the Warner Valley Stock Company be successful in prosecuting such a claim.

Victor D. Wolfe
Administrative Assistant

VDW:ms

cc Mr. L. I. Lindas

REFERRED TO
State Hwy Engr

Adel, Oregon
November 10, 1961

County Court
Lakeview, Oregon

Re: Winnemucca Road

Gentlemen:

This letter is written for the purpose of reaffirming and reiterating the protest of the Warner Valley Stock Co. made by the undersigned to both the County Court and to the State Highway Engineers at the time of construction of the Winnemucca Road over and across right-of-way deeded by the Warner Valley Stock Co. to Lake County, Oregon.

At the time this right-of-way was negotiated it was agreed that there would be adequate bridges and culverts to convey the water from the south side of the road to the north side of the road for the waterways running generally north and south through Warner Valley. The bridge which was constructed across Deep Creek is inadequate for the reason that piling was driven in the channel of this stream to support the bridge. During flood seasons much debris is washed out of the mountains down this channel of Deep Creek and the piling will unquestionably prevent this debris from passing on to the north, thereby damming the stream and causing it to rise. This stream has been contained by a dike on the easterly side and in the event a dam occurs at the Deep Creek bridge, the dike will be washed out, flooding our land, and doing great damage to the Warner Valley Stock Co.

In addition to this crossing there is a crossing through the dike of the Twenty-mile Bypass, at which you installed two 4 by 5 culverts, which are not sufficient to carry the water during the flood stages of Twenty-mile Creek. This will cause Twenty-mile Creek water to back up and will either wash out the road or the levee of the Warner Valley Stock Co. containing this bypass water.

If flooding occurs either at the Twenty-mile Bypass or at Deep Creek as a result of the inadequate culverts and bridges considerable damage will be suffered by Warner Valley Stock Co., for which the company must be compensated.

VIC
Q. believe this
is a County
obligation?

Very truly yours,

WARNER VALLEY STOCK CO.

By________________

RECEIVED
NOV 13 1961
[illegible]

RECEIVED
OCT 31 1961
FOR FILING

5819

October 30, 1961

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract #5819 for grading-structures on the West Unit of the Adel-Blizzard Gap Section of the Adel-Nevada State Line Road in Lake County was completed by the contractor, Stanley Wilt, on June 19, 1961, but has not as yet been accepted by the Commission.

Final payment in the amount of $6,826.58 will be released to the contractor after acceptance by the Commission. The total contract amount is $218,331.95, of which amount $944.52 represents force account items.

You were previously notified that a claim had been filed against this contract, which has since been paid in full.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Jack F. Porter, Res. Agent
137 South 2nd
Corvallis, Oregon

cc: Mr. Stanley Wilt
P. O. Box 446
Corvallis
Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 24, 1961

Section West Unit, Adel - Blizzard Gap

Kind of work Grading and Structures

Highway Adel - Nevada State Line Road County Lake

Section prefix 219 - 1031

Contractor Stanley Wilt

Contract number 5819

Date of contract December 12, 1960

Specified work days 90

Date work started January 5, 1961

Work days used 76

Project authorization $243,145.69

Exclusive of engineering $225,855.33

Per cent of time elapsed 84.4 %

Estimated cost of completed project, exclusive of engineering $ 228,721.93

Estimated per cent overrun ~~XXXXXXXX~~ 1.27 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 17,290.36

Engineering cost to date $19,800.00, 114.5 %

Date project was completed June 19, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100			

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The contractor installed aceess ladders in the siphon end boxes adjacent to Station 139 + 50, Monday, June the 19th. With the performance of this task, work on the contract items of the subject project is considered complete.

This is intended as the last weekly report to be submitted on this project. Data is being processed in regards to estimate of quantities.

NOTED

DIVISION
RECEIVED
JUN 2[illegible] 1961
NOTED
COE

NOTED
C. E. PAULSEN

Signed W. W. Hockleman

Address P. O. Box 948, Lakeview, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	9.03				
Miles partially completed	9.03				
Miles completed	9.03				
Total estimated quantities (contract)	368,100 cu. yd.				
Total quantities corrected to date	330,000 cu. yd.				
Estimated quantities moved or placed to date	330,000 cu. yd.				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	3				

Men	2
Supervision	1
Men and trucks under 3 tons	
Men and trucks over 3 tons	
Men and tractors	

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

RECEIVED
JUN 23 1961
FOR FILING

5819

June 22, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 19, 1961, on Contract No. 5819, West Unit, Adel-Blizzard Gap Section, in Lake County, in connection with Federal Aid Project No. S-333(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

cc: Clarence G. Swanson

DBP:cr

RECEIVED
JUN 21 1961
FOR FILING

5819

D Cook

June 20, 1961

Morse Bros.
P. O. Box 117
Harrisburg, Oregon

Attention: Mr. J. McClary

Gentlemen:

Thank you for your letter of June 13 informing us that Stanley Wilt has paid you in full for materials in the amount of $1,985.98 in connection with State Highway Contract #5819.

This information will be noted in our records and we will advise the surety and the contractor of the receipt of your letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

NOTED ON CARD
dc

Morse Bros.

TWO LOCATIONS

HARRISBURG
OREGON
P. O. Box 117
Phone WY 5-6755

LEBANON
OREGON
P. O. Box 266
Phone AL 8-3111

[illegible]

[illegible]

[illegible] QUERY

[illegible]

[illegible]

[illegible]

[illegible]

Cec,
please reply
TG

RECEIVED
JUN 16 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 21 1961
FOR FILING

5819

June 20, 1961

Glens Falls Insurance Co.
Pacific Coast Department
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

We have received a letter, dated June 13, 1961, from Morse Bros., Harrisburg, informing us that they have been paid in full in the amount of $1,985.98 for materials furnished to Stanley Wilt.

This appears to be in connection with State Highway Contract No. 5819 with Stanley Wilt for grading and structures on the West Unit, Adel-Blizzard Gap Section of the Adel-Nevada State Line Road in Lake County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Jack F. Porter, Res. Agent
Glens Falls Insurance Company
137 S. 2nd
Corvallis, Oregon

NOTED ON CARD
dc

Stanley Wilt
P. O. Box 448
Corvallis, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

CWH:fp

RECEIVED
JUN 8 1961
FOR FILING

[illegible]
5919

June 7, 1961

Glens Falls Insurance Company
225 S. W. 4th Avenue
Portland, Oregon

Gentlemen:

A letter dated June 1 has been received from Morse Bros., P. O. Box 117, Harrisburg, advising that the H. G. Carl Co. owe them $1,985.90 for precast concrete slabs furnished on State Highway contract, 5919. This appears to be in connection with the Stanley Wilt contract, grading structures, West Unit, Adel-Blizzard Gap Section on the Adel-Nevada State Line Road in Lake County.

This information is provided as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Floyd Query
Secretary

CWH:mb

cc: Jack F. Porter, Agent
Stanley Wilt
W. A. McIver
Glenn L. Jackson
W. C. Williams
Forrest Cooper

NOTED ON CARD
dc

RECEIVED
JUN 8 1961
FOR FILING

5-22[illegible] ([illegible])

5819

June 7, 1961

Morse Bros.
P. O. Box 117
Harrisburg, Oregon

Attention: W. F. Morse

Dear Mr. Morse:

This is to acknowledge receipt of your letter of June 1 informing us that H. G. Carl Co. of Salem owe you $1,985.98 for precast concrete slabs furnished on State Highway contract, 5819. Our records indicate this to be the Stanley Wilt contract for grading structures, West Unit, Adel-Blizzard Gap Section on the Adel-Nevada State Line Road in Lake County.

Our Construction Division has informed us that this project was approximately 98 percent complete as of June 2, 1961.

The Glens Falls Insurance Company, through Jack F. Porter, 137 South 2nd, Corvallis, furnished the performance bond, which is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claim under the bond, it should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. We have already furnished you with a copy of the excerpts from the Oregon laws outlining the proper procedure.

In the interim, this information will be noted in our records, and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Floyd Query
Secretary

NOTED ON CARD
dc

CWH:mg

Morse Bros.

TWO LOCATIONS

HARRISBURG
OREGON
P. O. Box 117
Phone WY 5-6755

LEBANON
OREGON
P. O. Box 266
Phone AL 8-3111

[illegible] [illegible], [illegible]

NOTED
LLOYD QUERY

[illegible]
[illegible]
[illegible]
[illegible]

Re: [illegible]
[illegible]
[illegible] Prime Contractor

[illegible]:

[illegible] the [illegible] Carl [illegible] furnished on the above [illegible]:

[illegible] - $ [illegible]

Very truly yours

[illegible]

By: [illegible]

[illegible]

[illegible]

[illegible]

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OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 29 1961

FOR FILING
S-333 (3)

5819

408 State Highway Building
Salem, Oregon

May 26, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
Salem, Oregon

Oregon Project FAS-333(3)
Adel-Blizzard Gap Section of the Adel-Nevada State Road
Contract No. 5819
State Force Order for seeding and mulching
Estimated Cost - $6,000
Federal Aid Participation - $3,600

Reference is made to your letter dated May 19, 1961 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Porter

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MAY 22 1961

FOR FILING
S-333(2)

5819

May 19, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 224-236, covering seeding and mulching on the West Unit, Adel-Blizzard Gap Section of the Adel-Nevada State Line Road in Lake County, Contract No. 5819, in connection with Federal Aid Project No. S-333(2).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract. The work is required by the agreement with the U. S. Bureau of Land Management dated January 5, 1961, and supplement dated March 31, 1961.

Your approval of this order on actual cost basis under the provisions of FPM 21-4.3 is requested.

The total estimated amount of the order is $6,000.00, with Federal participation of $3,600.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
MAY 22 1961

FOR FILING

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4419

Salem, Oregon
May 19, 1961

Seeding and mulching
Adel-Blizzard Gap
"Winnemucca-to-the-Sea"
Lake County

Mr. Mark Astrup
Landscape Engineer
OFFICE

As discussed with you this date, will you please take care of the matter of seeding and mulching on the Adel-Blizzard Gap Section of the Winnemucca Road in Lake County.

Before proceeding with the work, I suggest that you discuss the matter with Mr. L. H. Young.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams
Mr. Tom Edwards

FORM E-30 50M 3-61 84397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 12, 1961

SUBJECT: Seeding and Mulching
Adel-Blizzard Gap Section

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

Reference is made to the construction of both the East and West Units of the Adel-Blizzard Gap Section of the Adel-Nevada State Line Road.

The East Unit was built under County FAS-C funds and the West Unit, which is presently under construction, is being built by State secondary funds. Right of way for all of this construction was obtained by the State from the Bureau of Land Management. A stipulation of the grant requires that the cut and fill slopes be seeded and mulched and that the seeding and mulching work will be as designated by an officer of the Bureau of Land Management.

In this connection, the project has been inspected by Mr. Svinth, our Agronomist, in company with Mr. Roland Burgers, Supervisor for the Bureau of Land Management at Lakeview. It has been determined that the seeding and mulching will cost $2,700 for the East Unit and $6,000 for the West Unit.

Under our agreement with the County, procurement of right of way for the East Unit was an obligation of the County and it is believed that the seeding and mulching required by the Bureau of Land Management is a right of way obligation. It therefore appears that the County should be requested to pay for this item in the amount of $2,700.

The County FAS-C project has been finaled out and there are no funds available for this work. It is therefore my recommendation that the City-County Section approach the County to secure monies with which to do the necessary seeding and mulching.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

cc R. L. Porter
C. G. Swenson
Dean Swift

NOTED
FORREST COOPER

RECEIVED
MAY 12 1961
OFFICE OF
STATE HIGHWAY ENGINEER

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FORM [illegible] 2-60 20110
FOR [illegible]
[illegible]-333(3)
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 9, 1961

SUBJECT: Surfacing Estimates
ADEL-NEVADA STATE LINE

To. TOM EDWARDS
Construction Engineer
Department

As per your instructions I am submitting herewith surfacing estimates on the subject project.

The Oil Mat estimates are based on the use of six inches of coarse crushed base, two inches of 3/4"-0 base and an 0-9 oil mat. If an 0-11 oil mat were specified the cost would be increased approximately $2,000. per mile.

The roadmix surface includes a six inch pit run material base and three inches of roadmix.

The cost per mile of rocking and 0-9 oil mat of the ADEL-GREASER CANYON a distance of 8.5 miles is estimated as follows:

Base Rock	6" depth	4,630	Ton	@	1.25	$ 5,788.00
3/4"-0	2" "	1,544	"	@	1.35	2,084.00
Preparation of Base		1	Mile		250.00	250.00
Sprinkling		160	M/Gal		3.00	480.00
Aggregates		330	Cu.Yd.		3.25	1,073.00
Emulsion		12.3	Ton		54.00	664.00
Asphalt		20	"		52.00	1,040.00
Total cost per mile						$ 11,380.00
Total cost for 8.5 miles @ $11,380.00 equals						$ 96,730.00

Material from quarry located approximately 0.4 mile west of Station 0.00. The average haul is 4.7 miles.

The cost per mile of rocking and 0-9 oil mat of the GREASER CANYON-BLIZZARD GAP, a distance of 11.4 miles, is estimated as follows:

Base Rock	6" depth	4,630	Ton	@	1.15	$ 5,325.00
3/4"-0	2" "	1,544	"	@	1.25	1,930.00
Preparation of Base		1	Mile		250.00	250.00
Sprinkling		160	M/Gal		3.00	480.00
Aggregates		330	Cu.Yd.		3.25	1,073.00
Emulsion		12.3	Ton		54.00	664.00
Asphalt		20	Ton		52.00	1,040.00
Total cost per mile						$ 10,762.00
Total cost for 11.4 miles @ $10,762.00 equals						$122,687.00

Material from quarry located adjacent and right of Station 750.00 The average haul is 2.9 miles.

The cost per mile of rocking and 0-9 oil mat of the BLIZZARD GAP-NEVADA STATE LINE, a distance of 16.4 miles, is estimated as follows:

Base Rock	6" depth	4,630	Ton	@	$ 1.35	$ 6,250.00
3/4"-0	2" "	1,544	"	"	1.45	2,239.00
Preparation of Base		1	Mile		250.00	250.00
Sprinkling		160	M/Gal		5.00	900.00
Aggregates		330	Cu.Yd.		3.25	1,073.00
Emulsion		12.3	Ton		54.00	664.00
Asphalt		20	Ton		52.00	1,040.00
Total cost per mile						$12,416.00
Total cost for 16.4 miles @ $12,416.00 equals						$203,622.00

Material from cemented gravel deposits located approximately 2.0 miles from Nevada State Line. The average haul is 6.4 miles.

A total of 36.3 miles is represented at a total cost of $423,039.00

Below is an estimate for a roadmix surface. It is assumed that acceptable materials are available within reasonable haul distances.

Base Rock	6" depth	4,630	Ton	@	$ 0.75	$ 3,473.00
3" Road Mix Surf. Agg.		2,504	"		1.10	2,754.00
SC-2		75	"		44.00	3,300.00
RS-2		14	"		51.00	714.00
Road Mixing		1	Mile		850.00	850.00
Total cost per mile						$11,091.00
Total cost for 36.3 miles @ $11,091.00 equals						$402,603.00

SUMMARY

	Rocking & 0-9 Oil Mat			
Adel-Greaser Canyon	8.5	miles		$ 96,730.00
Greaser Canyon-Blizzard Gap	11.4	"		122,687.00
Blizzard Gap-Nevada State Line	16.4	"		203,622.00
	36.3	"	Total	$423,039.00
Road Mix Surface	36.3	"	Total	$402,603.00

Maurice N. Juve

MAURICE N. JUVE
Chief Cost Analyst

RECEIVED
FEB 10 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 24 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

S-333(3)
5819

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE-HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

January 24, 1961

Mr. Stanley Wilt
P. O. Box 448
Corvallis
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5819, awarded Dec. 12, 1960, for grading-structures on the West Unit of the Adel-Blizzard Gap Section of the Adel-Nevada State Line Road in Lake County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

Encl.

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JAN 11 1961
FOR FILING

5819

January 10, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on January 9, 1961, on Contract No. 5819, West Unit, Adel-Blizzard Gap Section, in Lake County, in connection with Federal Aid Project No. S-333(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

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OCT 18 1960
FOR FILING
L-333(8)

5819
To:

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 17, 1960

SUBJECT: Adel-Blizzard Gap Section
FAS 699, Lake County

Mr. R. L. Porter
Office Engineer
Office

Herewith copy of a letter from City County Relations dealing with the Warner Valley Stock Company irrigation system.

In discussing this with Mr. Cox, it appears that we are disrupting the present irrigation system and that the necessary head gates qualify for use of construction money. They, along with the culverts underlying the roadbed section, are necessary to keep the irrigation system working.

It is therefore my recommendation that these gates be added to the construction plans and accepted as a construction cost.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

Enc.

cc Forrest Cooper
C. G. Swenson

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 14, 1960

SUBJECT: Adel Greaser Canyon Section
FAS 699, Lake County

To: Mr. Hill Young
Assistant Construction Engineer
OFFICE

During investigations by the County and City Relations Division into right-of-way problems on the Adel-Greaser Canyon Section of FAS 699 in Lake County, the following problem came to light.

Mr. Dean Swift on March 14, 1960, addressed a letter to Mr. Tom Edwards stating that certain headgates were needed on this project and that in his opinion it should be a right-of-way problem. In conversation with Mr. Swift and Mr. Warfield in the last day or so, both have expressed the opinion that the headgates are a construction problem and should be treated as such. It is our opinion that Division IV engineers momentarily forgot that Lake County had to furnish all right-of-way on this project and take care of all right-of-way considerations, and we would urge that this matter be re-considered and the specifications be changed to relieve Lake County of this obligation.

The headgates in question would be Armco Calco slidegate #101, or equal, and the following number and sizes would be needed:

Five	18" gates
One	24" gate
Four	36" gates
One	48" gate

New options for Warner Valley Stock Company are being prepared and obligations of Lake County will be the fencing of Warner Valley Stock Company lands, with maintenance by Warner Valley Stock Company, and construction of double painted cattle guard at approximate station 362.

These options will be held until the question of the headgates is resolved.

H. S. Cox
Assistant County & City Relations Engineer

HSC:tmm
cc: Frank Hall
Dean Swift
W. G. O'Neil

20-1623 Eugene Traffic Signals
Pacific Highway
#5820 1960

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JUN 1 1961
FOR FILING

1622

5820

May 29, 1961

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5820 for the Eugene traffic signals on Monroe St. and Washington St. Jcts., of Pacific Highway in Lane County was completed by the contractor, L. H. Morris Electric Co., on May 19, 1961, and was formally accepted by the Highway Commission on May 26, 1961.

Final payment in the amount of $1,263.05 will be released to the contractor on or after June 8, 1961. The total contract amount is $10,983.00, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

by:
C. W. Head, Assistant Secretary

dc

D Cook

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5920

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 23, 1961

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments Engineer
OFFICE

L. H. Morris Electric Company completed work on the Eugene Traffic Signal Installation Project on the Pacific Highway in Lane County, Contract #5820 (State Project), on May 19, 1961.

Will you please secure authority from the Commission to pay the final estimate on this job.

Ivan D. Merchant
Bridge Engineer

nk

cc: Floyd Query ✓

NOTED ON CARD
dc

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FLOYD QUERY

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 6, 1961

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments Engineer
OFFICE

L. H. Morris Electric Company started work on the Eugene Traffic Signal Installation on the Pacific Highway in Lane County, Contract #5820 (State Project), on January 16, 1961.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

nk

cc: Floyd Query

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FOR FILING

COMMISSIONERS
H. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

11-16-22

January 16, 1961

L. H. Morris Electric Company
944 West 5th Avenue
Eugene
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> **Contract #5820, awarded Dec. 12, 1960, for the Eugene traffic signals at Monroe St. Jct. and Washington St. Jct. on Pacific Highway in Lane County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

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5920

MISC. CONTRACTS and
AGREEMENTS No. 2313

12/15

Salem, Oregon
December 15, 1960

Cooperative Agreement
Traffic Signal Installation
Pacific Highway
City of Eugene

Mr. C. G. Swenson
Engineer City & County Relations
Office

Attention: Mr. John D. Graham
County and City Relations Office Engineer

Attached is a conformed copy of an agreement with the City of Eugene covering installation of traffic signals at the intersections of 7th Avenue at Washington Street, 6th Avenue at Washington, and 6th Avenue at Monroe Street on the Pacific Highway in Eugene.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Eugene.

Secretary

rn
Attach: 1

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December 15, 1960

Mr. Daniel O. Potter
City Recorder
City Hall
Eugene, Oregon

Dear Sir:

We are enclosing for the records and files of the City of Eugene a fully executed copy of a Cooperative Agreement between the State Highway Commission and the City of Eugene covering installation of traffic signals at the intersection of 7th Avenue at Washington Street, 6th Avenue at Washington Street and 6th Avenue at Monroe Street on the Pacific Highway in the City of Eugene.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Attch: 1

FORM E-30X 50M 7-59 22125

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 23, 1960

SUBJECT: Cooperative Agreement
Traffic Signal Installation
Pacific Highway
City of Eugene

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering installation of traffic signals at the intersections of 7th Avenue at Washington Street, 6th Avenue at Washington, and 6th Avenue at Monroe Street on the Pacific Highway in Eugene. Two copies of the agreement have been signed by the city and are now ready for signature by the Highway Commission. These two copies also require your signature of approval. The required advance deposit was received from Eugene this date.

The project was approved 9/29/60.

John D Graham
John D. Graham
County and City Relations Office Engineer

JDG:mm
Att.

cc: Victor Wolfe

G S Paxson

AUTHORIZED BY HIGHWAY COMMISSION
DATE 9-29-60 - Min. Page 33341
Lloyd Query
Secretary

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FORM E-30X 50M 2-60 26119
FOR FILE [illegible]

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 23, 1960

SUBJECT: Advance Deposit, Traffic Signals,
Pacific Highway
City of Eugene

To: Mr. C. H. Maison
OFFICE

ATTENTION: Mr. John Herr

Attached is the City of Eugene's warrant in the amount of $6,300 which represents the city's share in the estimated total cost for installing traffic signals at the intersections of 7th Avenue and Washington Street, 6th Avenue and Washington Street, and 6th Avenue and Monroe Street.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

cc: F. B. Crandall, attention Val Johnson
Ivan Merchant, attention C. A. Gardner
Victor Wolfe

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V. D. WOLFE

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FORM E-90X 50M 7-60 29396

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

7L-1623

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Salem, Oregon
November 1, 1960

SUBJECT: State-City Agreement
Traffic Signal Installation
6th Ave. at Washington & Monroe Sts.
7th Ave. at Washington St.
Pacific Highway West
Eugene

To:
C. G. Swenson
County-City Relations Engineer
O F F I C E

830
836

The State Highway Commission, at its meeting on September 29, 1960, approved the installation of traffic signals at the three intersections on the Pacific Highway West in the city of Eugene. There are attached nine copies of a State-City Agreement covering the proposed installation. Will you please care for the further processing of these agreements.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

VPJ:pk
Attachments
cc: G. S. Paxson ✓

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NOV 2 1960
OFFICE OF
STATE HIGHWAY ENGINEER

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FORM E-20X

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 14, 1960

SUBJECT: Preparation of State-City Agreement
Traffic Signal Installation
Sixth Ave. at Washington & Monroe Streets
Seventh Avenue at Washington Street
Eugene

To:

L. I. Lindas
Chief Counsel
OFFICE

The State Highway Commission, at its meeting on September 29, approved the installation of traffic signals at three intersections on the Pacific Highway West in the city of Eugene. Will you please prepare the State-City Agreement covering this installation.

1. The highway involved is the Pacific Highway West, No. 1W US99 which in this section is routed over a one-way couplet with Sixth Avenue carrying northbound and Seventh Avenue carrying southbound traffic.

2. It is planned to install a fixed time signal at the following intersections:

   Seventh Avenue at Washington Street
   Sixth Avenue at Washington Street
   Sixth Avenue at Monroe Street

   The installation shall be in accordance with the attached plans.

3. The installation is estimated to cost $12,300.

4. The State shall make the installation and in the first instance, pay all costs thereof. The final cost shall be shared by the City and the State as outlined below.

5. The base cost of the installation is estimated to be $12,000., in addition certain of the poles used in this installation must be of extra length to support luminaire units and certain fittings for a fire control circuit will be added to the normal signal installation. The estimated cost of the extra work is $300. and this cost shall be borne entirely by the City. The remainder of the cost shall be shared equally by the City and State.

6. The City, when returning the signed agreements, shall submit its check for $6,300.

NOTED
C. S. P[illegible]SON

7. The City shall maintain the signals after installation and pay for all electrical energy consumed. The City shall make no changes in the timing program established for these signals without prior approval in writing from the State.

8. It is agreed between the two parties to the contract that at such time as the material installed under this agreement is in need of replacement, the cost shall be shared on the same basis, as the original installation.

If after preparation you will submit the agreements to this office, we will check them and care for further processing.

F. B. Crandall
Traffic Engineer

VPJ:pk
cc: G. S. Paxson ✓
C. G. Swenson

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OCT [illegible] 1960
OFFICE OF
STATE HIGHWAY ENGINEER

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October 11, 1960

836

Mr. Robert A. Finlayson
City Manager
City of Eugene
Eugene, Oregon

Dear Mr. Finlayson:

The State Highway Commission at its meeting on September 29 approved the installation of traffic signals at the intersections of 6th Avenue with Washington and Monroe Streets and at the intersection of 7th Avenue with Washington Street. These are on US 99 northbound and southbound routes.

It is estimated that the cost of installing the signals at these three intersections will be $12,000. In approving the signals, it was understood that the City of Eugene would pay one-half of the cost of the installation and the cost of all future maintenance and power consumption.

An agreement covering this matter is being prepared and will be forwarded to you for approval in the near future.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

cc: G. S. Paxson
F. B. Crandall

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20-1623

5420

August [illegible], [illegible]

Oregon State Highway Commission

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436

Gentlemen:

We have received a request from Mr. Robert [illegible] Finlayson, City Manager, City of Eugene, for the installation of traffic signals at the intersections of 6th Avenue (Hwy northbound) with Washington and Monroe Streets and at the intersection of 7th Avenue (Hwy southbound) with Washington Street. The City is planning to establish Washington Street and Jefferson Street, an adjacent street, as a cross-town one-way couplet and desires that the Washington Street intersections be signalized where they cross Hwy. It is anticipated that this couplet when established will carry considerable traffic and will relieve the present traffic load at Van Buren Street which is the route of the Junction City-Eugene Highway. Monroe Street is mid-way between two signalized intersections on 6th Avenue and signals at this intersection would improve the over-all control of traffic on 6th Avenue.

Signalization of these three intersections is estimated to cost $12,000 and under our normal policy the City would pay one-half the cost of the installation and pay for future maintenance and power consumption. Sufficient funds have been provided in the 19[illegible] Minor Betterment Budget for Traffic Signal Projects To be Selected to cover the State's share of the cost of installation. Your approval is recommended.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

[illegible] Williams
State Highway Engineer

cc: Mr. F. B. Crandall
VPJ:bf ms

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1960
FOR FILING
20-16 23
54,20

CITY OF EUGENE
OFFICE OF CITY MANAGER
EUGENE, OREGON

August 17, 1960

REFERRED TO
Paxson
by State Highway Engineer

830
836

W. C. Williams
State Highway Engineer
Highway Department Building
Salem, Oregon

Re: Your letter 8/8/60

Dear Mr. Williams:

The City of Eugene would be pleased to have you present to the State Highway Commission the proposal of fixed-time traffic signals, inter-connected with the existing signal system, for the intersections of 6th Avenue with Washington and Monroe Streets, and 7th Avenue with Washington Street. The City will enter into the usual mutual agreement for costs and maintenance. We would like to have the work on these projects expedited so that we will be able to put the Washington-Jefferson one-way couplet into effect as soon as possible.

We will be happy to work with you and your staff in the solution of the traffic problem at the intersection of 1st Avenue with Van Buren Street. It is agreed that there is uncertainty about the traffic pattern after 1st Avenue is improved. We are hoping that there will be a great relief in the conjestion and that the new routing will be much more efficient.

Mr. Wyatt, our Traffic Engineer, has been in contact with your Traffic Engineering staff concerning the use of "Stop" signs at this intersection. I can assure you that we will continue in this cooperation effort.

Yours very truly,

Robert A. Finlayson

Robert A. Finlayson
City Manager

J
cc: Trfc Engr

RECEIVED
AUG 1 8 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

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AUG 1 8 1960
OREGON
STATE HIGHWAY COMMISSION

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20-1623
5720

August 3, 1960

Mr. Robert A. Finlayson
City Manager of Eugene
City Hall
Eugene, Oregon

Dear Mr. Finlayson:

On June 21 you wrote to this office in regard to the installation of traffic signals at the following intersections on urban extensions of state highways in the city of Eugene:

Sixth Avenue (US99) and Washington Street
Seventh Avenue (US99) and Washington Street
Sixth Avenue (US99) and Monroe Street
Railroad Blvd. and Van Buren Street

Traffic conditions at these intersections have been investigated and conditions have been discussed with Mr. Gordon Wyatt, Traffic Engineer, City of Eugene.

Investigations disclose that the installation of traffic signals is warranted at the three intersections on Sixth and Seventh Avenues. It is suggested that consideration be given to the installation of fixed time traffic signals interconnected with the existing traffic signal system in the city of Eugene. This work is estimated to cost $12,000, and under the normal policy of the State Highway Commission, the cost of the installation will be shared equally by the State and the City and the City would agree to care for the power consumption and all future maintenance. If this meets with the approval of City officials and if you will so inform me, I will be pleased to present the matter to the State Highway Commission for its consideration.

We are somewhat hesitant to recommend the installation of traffic signals at the intersection of Railroad Boulevard and Van Buren Street at this time. First, there is some uncertainty as to the traffic pattern which will exist at such time as improvement of First Avenue is completed and the Washington-Jefferson one-way couplet is established. Second, signalization of this intersection would be difficult because of the proximity of the Southern Pacific Railroad tracks at the southerly edge of the intersection. It will be necessary to interconnect the traffic signals and the railroad track circuit, and even then the spacing is such that due to switching movements on the railroad track successful operation of the traffic signals would be difficult to obtain. It is suggested that signals not be installed at this intersection until after the paving is completed on First Avenue and the Washington-Jefferson couplet is opened to traffic.

At that time, it is believed that we should study conditions at this intersection and to determine what, if anything, is necessary in the way of corrective treatment. It would be well to consider "STOP" indications at this intersection for traffic entering the intersection from Van Buren Street from both directions as a temporary measure, or else the set-up of a stop for eastbound traffic on Railroad Boulevard and westbound traffic on First Avenue, with the right turn from east to south being allowed to move without stopping. It is suggested that the Traffic Engineer of the City of Eugene contact the Traffic Engineering Division of the State Highway Department in regard to the working out of the details of the operation at this intersection.

I trust the above explains the thinking of the State Highway Department in this matter and that you will forward your reply in regard to the signalization of the three intersections on Sixth and Seventh Avenues.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

VPJ:pk ms
cc: Mr. W. C. Williams
Mr. F. B. Crandall

CITY OF EUGENE
OFFICE OF CITY MANAGER
EUGENE, OREGON

June 21, 1960

W. C. Williams
State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon

Dear Mr. Williams:

The City of Eugene has budgeted for the installation of traffic signals at the intersections of Sixth and Seventh Avenues with Washington Street, First Avenue and Railroad Boulevard with Van Buren Street, and Sixth Avenue with Monroe Street. It is believed that these four intersections will meet the necessary warrants for traffic signals.

The paving of First Avenue between Adams and Larence Street is scheduled and approved for construction this summer. It is hoped that this improvement will provide a relief for Van Buren and Blair Street traffic. Also, it is our proposal to make Jefferson and Washington Streets a one-way couplet between First and Thirteenth Avenues upon the completion of the First Avenue paving.

Will you please have your Traffic Engineering Division make a study of these intersections and prepare plans and specifications for the signal installations. We would like to enter into a program on a 50/50 basis with your department to have these signals installed.

Very truly yours,

R. A. Finlayson

Robert A. Finlayson
City Manager

RAF:j

cc: Trfc Engr

RECEIVED
AUG 5 - 1960
TRAFFIC ENGINEERING

RECEIVED
JUN 28 1960
TRAFFIC ENGINEERING

REFERRED TO
Paxson
BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
ASS'T TRAFFIC ENGR.

RECEIVED
JUN 2[illegible] 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 22 1960
OFFICE OF
STATE HIGHWAY ENGINEER

26-3412 East Portland Office Bldg.
N.E. Glisan St. at N.E. 58th Ave.
#5821 (Remodelling) 1960

RECEIVED
JUL 5 1961
FOR FILING

6421

July 3, 1961

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5821 for construction of the East Portland Office Building in Multnomah County was completed by the contractor, Mason & Brenner, Inc., on May 26, 1961, and was formally accepted by the Highway Commission on June 9, 1961.

Final payment in the amount of $8,428.38 will be released to the contractor on or after July 10, 1961. The total contract amount is $69,505.79, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Mason & Brenner, Inc.,
2040 NE 137th Street
Portland 30
Oregon

RECEIVED
JUN 23 1961
FOR FILING

5921

FORM 2750 50M 3-61 84397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 26, 1961

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments Engineer
OFFICE

Mason & Brenner Inc., completed work on the East Portland Office Building Project in Multnomah County, Contract #5821 (State Project), on ~~June 23, 1961.~~ May 26, 1961. (Called Doug Watts Parkes re: correction on completion date.)

Will you please secure authority from the Commission to pay the final estimate on this job.

Ivan D. Merchant
Bridge Engineer

nk

cc: Floyd Query ✓

NOTED ON CARD
LC

RECEIVED
JAN - 6 1961
FOR FILING

26-3412

5821

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

January 6, 1961

Mason & Bremner, Inc.,
2040 NE 137th Street
Portland 30
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5821, awarded December 12, 1960, for construction of the East Portland Office Building, Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do
Encl.

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FOR FILING
26 3412
5821

FORM E-30 50M 7-60 29398

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 4, 1961

SUBJECT: East Portland
Office Building
Contract #5821

To: Mr. D. B. Parkes
Contract Payments Engineer
OFFICE

Mason & Brenner, Inc., started work on revisions to the East Portland Office Building, Contract #5821, Multnomah County, on January 3, 1961.

Ivan D. Merchant
Bridge Engineer

CAG:nk

cc: Floyd Query ✓

NOTED
FLOYD QUERY

RECEIVED
AUG 18 1960
FOR FILING

26-2412

4721

Salem, Oregon
August 16, 1960

Remodeling of Howard Cooper
Building in Portland

Mr. Ivan D. Merchant

We will proceed with the remodeling of the Howard Cooper Building to provide quarters for our Metropolitan Engineer Division. In planning the air conditioning, we will install a large enough unit so that the air conditioning of the quarters now used by the Motor Vehicle Department can be connected to this unit under a future program. The estimates for the work are as follows:

Remodeling Building	$22,200
Remodeling Lighting	12,000
Aid Conditioning (Installation for Metropolitan Engineer's quarters only but with capacity to connect Motor Vehicle Department in future.)	39,000
Total Present Program	$73,200
Future Motor Vehicle Department Connection	17,000
	$90,200

Please take the necessary steps to get this project under contract.

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

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FOR FILING
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5921

Salem, Oregon
August 15, 1960

Mr. W. C. Williams

I asked Mr. Berger to go further into the design and estimates of cost of air conditioning the Howard Cooper Building in Portland, with the thought that we could do stage construction, working over only the Metropolitan Engineer's quarters this year. The best estimates of cost I can get prior to the making of the actual design are as follows:

Remodeling Building	$22,200
Remodeling Lighting	12,000
Air Conditioning (Installation for Metropolitan Engineer's quarters only but with capacity to connect Motor Vehicle Department in future.)	39,000
Total Present Program	$73,200
Future Motor Vehicle Department Connection	17,000
	$80,200

We have approval of the Highway Commission for an expenditure of $67,000, and I would suggest that we do the partial program now and budget the Motor Vehicle Department connection for next year.

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. Forrest Cooper

FORM E-30 50M 11-58 15990

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 15, 1960

SUBJECT:

To: Mr. W. C. Williams

I asked Mr. Berger to go further into the design and estimates of cost of air conditioning the Howard Cooper Building in Portland, with the thought that we could do stage construction, working over only the Metropolitan Engineer's quarters this year. The best estimates of cost I can get prior to the making of the actual design are as follows:

Remodeling Building	$22,200
Remodeling Lighting	12,000
Air Conditioning (Installation for Metropolitan Engineer's quarters only but with capacity to connect Motor Vehicle Department in future.)	39,000
Total Present Program	$73,200 ✓
Future Motor Vehicle Department Connection	17,000
	~~$80,000~~ 90,200

We have approval of the Highway Commission for an expenditure of $67,000, and I would suggest that we do the partial program now and budget the Motor Vehicle Department connection for next year.

G S Paxson
G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. Forrest Cooper

FORM E-30 50M 2-60 26118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 12, 1960

SUBJECT: Air Conditioning of East Portland Office Building

To:

Mr. Ivan D. Merchant
Bridge Engineer
OFFICE

I have been requested by Mr. Paxson to make a further check into the estimated costs for air conditioning of the East Portland Office Building, with particular regard to the costs for conditioning the proposed Metropolitan Engineer's offices only, but to include installation of refrigeration equipment of sufficient capacity to also handle the cooling load in the Motor Vehicle Department spaces at some future time.

The previous estimate, dated July 28, for air conditioning work in this building was based on a cost per ton of refrigeration figure which was obtained from a recent Defense Department paper on the subject. Since making that estimate, I have attempted to check this figure by consideration of the costs for equipment and materials which would be required for the work. Although the design of the system has not gone beyond determination of the cooling load, equipment can be selected with a fair degree of accuracy and it is now felt that an estimate based on such figures is probably more dependable than one based on a rough cost per ton figure.

Therefore, on this revised basis, it is now estimated that the Metropolitan Engineer's offices only could be conditioned for $27,500 and that these same offices could be conditioned with refrigeration equipment of capacity to ultimately handle the Motor Vehicle Department spaces for $39,000. Also, on this same revised basis all work in both areas could be done for $56,000.

D. S. Berger

PAXSON

DSB/mm

Remodeling 22,176
Lighting 17 000
34.176
Air conditioning (capacity for MVD) 39.000
$73,176
Future MVD connection 17000
$80,176

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FOR FILING

26-3412

5921

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 14, 1960

SUBJECT: Remodeling of
Howard-Cooper Building

To: Mr. P. M. Stephenson
Assistant State Highway Engineer

Office

I am not conversant with the plan of development of additional office space in the Howard-Cooper Building as approved by the Commission in the recent past.

I hope that sufficient room has been set aside to permit the moving of our entire Right of Way Organization, along with the Metropolitan Engineering Organization. Any separation between the two offices will measurably reduce our operating efficiency.

Walter T. Wright
WALTER T. WRIGHT
Right of Way Engineer

WTW:zg

NOTED
P. M. STEPHENSON

RECEIVED
JUL 15 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 29 1960
FOR FILING

26-3412

5921

April 29, 1960

Oregon State Highway Commission

Gentlemen:

For some time, we have had a critical office space situation in the Portland metropolitan area. Our Division Office building at Milwaukie has been overcrowded for many years and we have had to quarter district maintenance superintendents and resident engineers in other space, some of which has been rented or leased.

Expanding activities in the area would indicate that we should provide for space needed to properly house our engineering crews. Necessary space could be furnished by improving a section of the old Howard Cooper building for the Metropolitan Engineer, his assistants, residents, and field crews. There would be many advantages to this arrangement in addition to providing the space. We would have ample area for car storage, gasoline would be available, the offices would be located centrally and convenient to the urban work now in progress and planned, and the cost of providing the quarters would be much cheaper than rental space. We have estimated our needs at 9,445 square feet.

It is my recommendation that we improve this office space in the Howard Cooper Building and move the Metropolitan Section to this location. The cost of improving this building is estimated at $67,000.

This matter will be on the agenda for your consideration at the May 10 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

FC:fn ae

cc to: Mr. C. H. Maison

RECEIVED
MAY 11 1960
FOR FILING
26-3412
5421

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1960

SUBJECT: Engineering Office Space
Portland

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Reference is made to my letter of April 22 regarding the proposal for remodeling a portion of the State-owned building at 58th and Glisan Street to accommodate our Metropolitan Section and resident engineers. You verbally requested supplemental information which I furnish herewith.

The improvement, estimated to cost $67,500, would include the following:

1. Providing of 8,185 feet of additional office space.

2. Provision of 1,260 square feet of corridor to service the same.

3. The estimate provides lighting for the new office space but also includes revision of the lighting in the P.U.C. and Maintenance portions of the building.

4. Also included in this is a new east entrance for the building.

5. Six of the offices are located on the interior of the building which requires provision for fresh air. This has been accomplished by the addition of an air conditioning system which will provide comfort throughout the building as well as change the air and dissipate the heat created by the lighting fixtures in the interior portions. Cost of this air conditioning system is approximately $25,000.

Agenda

RECEIVED
[illegible]
OFFICE
STATE HIGHWAY ENGINEER

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Assistant Construction Engineer

LHY:fp

cc P. M. Stephenson

NOTED
FORREST COOPER

FORM E-30 50M 7-53 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 22, 1960

SUBJECT: Engineering Office Space
Portland

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Office space in the Division I office, particularly for the Metropolitan Division, has become very critical. We have made considerable investigation with the object in view of renting privately owned office space to accommodate at least three of the engineering parties currently occupying substandard office space in the Milwaukie office. The quarters which are available for this purpose in the Portland area are quite expensive and not wholly convenient or suitable. Private office space usually poses the following problems:

1. Car storage.
2. Gasing of cars and obtaining of supplies.
3. Not being favorably located with respect to projects.
4. Cost of privately owned space runs about 22 cents per square foot with utilities provided.

You will perhaps recall that about a year ago it was proposed that we remodel a portion of the State-owned building at 58th and Glisan with the object in view of accommodating the Metropolitan Section, the Right of Way and Appraisal Section along with about four resident engineers from the Metropolitan area. The cost of this remodeling was $67,500.

In the course of developing this proposal, we learned that we could not collect Federal aid on the rentals for the State-furnished offices. It appeared that matching money for Federal aid would be quite critical and so the project was dropped. It now appears that the State has funds in excess of that required for matching Federal monies so this would no longer seem so critical. Space could be provided at the Glisan Street site for 17 cents per square foot which includes all utilities and services. This site is extremely well located geographically with relation to the projects in the Portland area and would provide gas service for the cars and storage for the same.

NOTED
[illegible]

It is the recommendation of this office that the matter be reconsidered to the end that the crowded and unsatisfactory working conditions in the Milwaukie office will be ended.

Tom Edwards
Construction Engineer

By

L. H. Young
Assistant Construction Engineer

LHY:fp

cc P. M. Stephenson
A. E. Johnson
Lloyd Shaw

[illegible] ENGINEER

33-3310 Mayer State Park Shelter
Latrine and Facilities
#5822 Columbia River Highway 1960

RECEIVED
SEP 22 1961
FOR FILING

5422

September 22, 1961

Western Surety Company
540 University Avenue
Palo Alto
California

Gentlemen:

State Highway contract #5822 for building construction in the Mayer State Park on the Columbia River Highway in Wasco County was completed by the contractor, Harley E. Lowe & Rolla A. Bryant, on April 12, 1961, and was formally accepted by the Highway Commission on May 26, 1961.

Final payment in the amount of $1,810.41 will be released to the contractor on or after September 29, 1961. The total contract amount is $18,445.58, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Western Surety Company
S. C. Jones & Sons
P. O. Box 85
Ashland, Oregon

cc: Harley E. Lowe & Rolla A. Bryant
P. O. Box 252
Medford
Oregon

D Parks

RECEIVED
APR 25 1961
FORM E-30 50M 3-61 34807
FOR FILING

32 3210
5822

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 24, 1961

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments Engineer
OFFICE

Harley E. Lowe and Rolla A. Bryant completed work on Mayer State Park Shelter Latrine and Facilities on the Columbia River Highway in Wasco County, Contract #5822 (State Project), on April 12, 1961.

Will you please secure authority from the Commission to pay the final estimate on this job.

Ivan D. Merchant
Bridge Engineer

nk

cc: Floyd Query

NOTED
FLOYD QUERY

NOTED ON CARD
dc

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FORM E 30 50M 7 60 29395

FOR FILING
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5822

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 15, 1961

SUBJECT: Mayer State Park
Contract #5822

To: Mr. D. B. Parkes
Contract Payments Engineer
OFFICE

Harley E. Lowe & Rolla A. Bryant started work on the Mayer State Park, Contract #5822, on the Columbia River Highway in Wasco County, on January 5, 1961.

Ivan D. Merchant
Bridge Engineer

CAG:nk

cc: Floyd Query ✓

[illegible]
FLOYD QUERY

RECEIVED
JAN - 6 1961
FOR FILING

COMMISSIONERS:
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

32-3310

5822

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

January 6, 1961

Mr. Harley E. Lowe, and
Mr. Rolla A. Bryant
P. O. Box 252
Medford, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5822, awarded December 12, 1960, for building construction in Mayer State Park on the Columbia River Highway in Wasco County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

de

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

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RECEIVED
1960
FOR FILING

FORM E-30 50M 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 13, 1960

SUBJECT: Mayer Park Facilities

To: Memo to Files

The bids received on this project on December 9 were considerably above the engineers' estimate. The Commission, however, decided to make the award on our statement that the State's estimate should have been higher.

Attached hereto is an analysis of the estimate prepared by Mr. C. C. Schneider.

G S Paxson

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. Ivan Merchant

FORM E-30X 50M 7-59 22125

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 12, 1960

SUBJECT: Mayer Park Latrine

To: Mr. G. S. Paxson

Our estimate on all bid items with the exception of "Latrine Building" appears to be well in line with bid prices. A check with the Parks Department on its estimate of the building shows they used $5.00 per square foot for the building plus $150.00 per plumbing unit (roughed in), plus fixtures. This basis, in my opinion, is too low, since a compact building of this type will run approximately $7.50 per square foot and plumbing roughed in at $250.00 per unit, plus cost of various fixtures.

The item of 1,200 lineal feet of galvanized pipe could also be estimated at $2.00 per lineal foot at this location in place of the $1.50 used.

This letting was the first time bids were received for this latrine building so no comparison of former bids could be made.

C. C. Schneider

15-1080 Elk Creek-Robbers Roost Sec.
Crater Lake Highway
#5823 Grade Widening 1960

RECEIVED
MAY 31 1961

FOR FILING

15-1080

5823

Salem, Oregon
May 31, 1961

Increase in Project Authorization
Elk Creek-Robbers Roost Section
Crater Lake Hwy., Jackson County

Mr. Jack McCormick
Resident Highway Engineer

This is to advise you that at its meeting of May 26, 1961, the Highway Commission approved an increase of $6,997.42 in project authorization on the above subject project, Contract No. 5823. The new total authorization is $53,544.30.

for R. L. Porter
Office Engineer

DRP:jb

cc: F. D. Morgan

RECEIVED
MAY 16 1961
FOR FILING

15-1080
5823

May 15, 1961

Oregon State Highway Commission

Gentlemen:

It is anticipated that the completion cost of the Elk Creek-Robbers Roost project, Contract No. 5823, on the Crater Lake Highway will overrun the original project authorization. The original authorization is $46,546.88; the present estimate is $53,544.30, for an anticipated overrun of $6,997.42 or 15.03 per cent.

This project involves equipment hours with which to widen cuts and fills and proposed the use of State forces to widen out the pavement, add base rock and culverts as required. Due to the excellent progress of the work under the contract, it has become necessary to extend the work of State forces correspondingly; hence this overrun.

This matter will be on the agendafor the May 26 meeting and I recommend your approval.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Tom Edwards
Mr. R. L. Porter
Mr. C. H. Maison

LWR:fp ms

FORM B-30 50M 2-61 84997

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 8, 1961

SUBJECT:

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

Attached for your approval is "Report on Expected Overrun of Project Authorization" on the Elk Creek-Robbers Roost Section of the Crater Lake Highway, Contract No. 5823. This project was set up as an equipment hour job, the purpose being to accomplish widening operations in cuts and fills by contract and to then extend the necessary drainage, add base rock and pave by State forces.

The original authorization is $46,546.88, the present estimate is $53,544.30, for an anticipated overrun of $6,997.42 or 15.03 per cent.

The contract items did not overrun; however, very good progress was made by the contractor which resulted in the accomplishment of more widening than anticipated therefore increasing the amount of State force work required to add base rock and pave.

Also attached is a rough draft of a letter to the Commission.

Tom Edwards
Construction Engineer

By L Rulien
L. W. Rulien
Assistant Field Construction Engineer

LWR:fp

Enc.

NOTED
FORREST COOPER

RECEIVED
MAY 9 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 15 1961
FOR FILING
[illegible]
[illegible]

May 15, 1961

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5823 for grading the Elk Creek-Robbers Roost Section of the Crater Lake Highway in Jackson County was completed by the contractor, Roy Norquist, on March 17, 1961, and was formally accepted by the Highway Commission on April 14, 1961.

Final payment in the amount of $905.65 will be released to the contractor on or after May 25, 1961. The total contract amount is $32,597.64, of which amount $2,409.39 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Mr. Roy Norquist
1327 "L" Street
Sweet Home
Oregon

RECEIVED
JUN 2 1961
FOR FILING

Form No. [illegible]—10M—7-53

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Elk Creek - Robbers Roost   Date 3 May 1961, 19

Highway Crater Lake   Contract No. 5823

15-1680

County Jackson   Kind of Work grading   Contractor Roy Norquist

Contract Amount $ 29,225.00

4772

Expected over-runs and under-runs in contract items:

Major items, itemized:

		Quantity		Unit Price	Amount
2.	Power Shovel	+97	hr	12.50	+1212.50
3.	Tractor, dozer, ripper	+260	hr	25.00	+6500.00
4.	Dump Truck	+412	hr	6.25	+2575.00
5.	Air Compressor	-606	hr	7.50	-4545.00
6.	Jackhammer	-795	hr	4.25	-3378.75
7.	Wagon Drill and Steel	-174	hr	5.00	- 870.00
8.	Explosives	-5200	lb	0.40	-2080.00
9.	Laborers	-58	hr	3.25	- 188.50

Minor items, unitemized algebraic total 0.0

Subtotal $ -774.75

Approved work orders (Price, extra work and state force orders) $ +13858.00

Expected over-runs and under-runs in work orders:

Major items, itemized:

	Amount
Drill Bits, SFO #211 (1)	+ 255.15
Work to be done by State Forces, SFO #221 (2)	+8300.00
Flagging, EWO #1, State Share	+ 650.90

Minor items, unitemized algebraic total 0.0

Subtotal $ 9206.05

Authorization for engineering $ 3310.00

Expected ~~over-run~~ or under-run of engineering authorization $ -1310.00

Costs not included above (explain) $ 0.0

Allowance for future contingencies (0.0 % of work remaining) $ 0.0

Credits to come from transfers and deductions $ 0.0

Present estimate of project cost $ 53544.30

Brief Statement of principal causes of over-run:

See attached letter

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 46,546.88
Present estimate of project cost	$ 53,544.30
Expected over-run (Amount)	$ 6,997.42
Expected over-run (per cent)	15.03

Space to right of this line is for use of Salem office.

Submitted by: Resident Engineer

Confirmed by: L R Chandler Division Engineer

Noted by: Construction or Bridge Engineer

Noted by: Deputy or Assistant State Highway Engineer

State Printing 86719

The Elk Creek - Robbers Roost project for intermittent widening of the roadbed on the Crater Lake Highway was set up to widen approximately 3100 lineal feet of roadbed cuts. An additional $10,000.00 was set up for State Force Work to cover the cost of drainage, furnishing grader, truck, base, surfacing and labor as required.

A total of 5275 lineal feet of cut widening was accomplished on the project, or approximately 70% more than was anticipated.

The above overrun made it necessary to use the money that was set up for paving on other items of work. $7300.00 has been spent to date and another $1500.00 required to complete all work up to the paving.

Five hundred tons of Class "B" mix is necessary to widen the existint 13' pavement by 5' and to a depth of 3". Another 200 tons are necessary for a 1" overlay to patch out damaged areas caused by contractor's equipment. Another 90 tons are required to widen 2300' of pavement by 2' through an area which was widened by material from the cut section widening. These 90 tons are not absolutely essential but would improve the road considerably.

Estimating a cost of $12.00 per ton in place would make $9500.00 for the paving. There will be approximately $2500.00, including engineering money, from the original authorization, leaving approximately $7300.00 required.

Form E-1—(Rev.)-

15-1080

5823

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 17 Mar 61, 19

Section Elk Creek - Robbers Roost

Kind of work grading

Highway Crater Lake County Jackson

Section prefix 15-1080

Contractor Roy Norquist

Contract number 5823

Date of contract 12 Dec 60, 19

Specified work days 80

Date work started 9 Jan 61, 19

Work days used 13

Project authorization $ 46,546.88

Exclusive of engineering $ 43,236.88

Per cent of time elapsed 16.3 %

Estimated cost of completed project, exclusive of engineering $ 43,236.88

Estimated per cent overrun or underrun 0 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 3310.00

Engineering cost to date $ 1650, 50 %

Date project was completed 17 Mar 61, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
130	125	130		40		

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Grading equipment worked Monday am in cut, Sta 804+50 - 807+50 completing cut that date.

Worked remainder of week in cut, Sta 794+50 - 798+50, completing cut this date.

Drilling equipment worked first part of week, Sta 795 - 798+50, shooting this location Monday and Thursday. Intermittent drilling and shooting of ditch lines was accomplished remainder of week.

All material from above locations, hauled and placed on shoulder area easterly from McLeod.

Project completed this date. Contractor's equipment will remain on project until middle of next week as there is a possibility of a private access road job in the area which he may construct. In any event, the equipment should be moved out by the end of next week.

Semi-final estimate will be submitted on or before 31 Mar 61.

FINAL REPORT

NOTED

[illegible] DIVISION

Signed res engr

Address Medford

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.88		3.90		
Miles partially completed			2.38		
Miles completed	3.90				
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	12				

Men 10

Supervision 2

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels 1, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors 1, Bulldozers 1, Compaction rollers dump trk 3; wagon drill 1; jackhammer 1

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	rain		
Monday	cloudy		
Tuesday	unsettled		
Wednesday	rain		
Thursday	unsettled		
Friday	rain		
Saturday			

FORM E-128

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
[illegible]
FOR FILING
5823

January 12, 1961

Mr. Roy Norquist
1327 "L" Street
Sweet Home
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> **Contract #5823, awarded Dec. 12, 1960, for grading the Elk Creek-Robbers Roost Section of the Crater Lake Highway in Jackson County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

NOA

11-3-60

15 1640

5423

AGENDA
NOV 9 1960

NOA

~~At the September 29-30, 1960 meeting,~~ the ~~Highway~~ Commission had under discussion the matter of making some additional improvements on the Crater Lake Highway between M.P. 25 and M.P. 28 in Jackson County. It was pointed out that there were four narrow, sharp curves on the section between Robbers Roost and Elk Creek. The engineer~~s~~ estimated that it would cost approximately $50,000 to improve these narrow sections. The Commission unanimously approved the expenditure of this amount of money and ordered the project advertised on an equipment rental basis.

Confirmed by MKM 11-4-60

NOA

S-21(7) Glenn Street Bridge over Malheur R.
Malheur River Bridge (Vale) Sec.
#5824 1960

OREGON STATE HIGHWAY DEPARTME

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
9-17-62	CC 785		523-1094-297

INVOICE NUMBER 76258

RECEIVED
SEP 18 1962
ENGINEER
COUNTY & CITY RELATIONS

Contract 5824
S-21(7)

Malheur County
Courthouse
Vale, Oregon

Attn. County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

NOTED
DON HARWELL

NOTED
V. R. JONES

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Malheur River (Vale) Bridge, FAS 515.			
Covered by agreement dated December 12, 1960.			
Original advance deposit		$20,100.00	
Less amount previously transferred		16,100.00	$4,000.00
County share as per attached statement		$18,154.50	
Less amount previously transferred		16,100.00	2,054.50
To be refunded			$1,945.50

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $________________

By __________________________

A 150 (REVISED 7-60)

September 14, 1962

NOTED
DON HARWELL

NOTED
H. S. COX

NOTED
Harold C. Ayers

NOTED
V. R JONES

NOTED
R. H. PRANGE

Malheur County Court
Courthouse
Vale, Oregon

Gentlemen:

Final costs are now available on the Malheur River (Vale) Bridge Section of FAS 515, Contract No. 5824, as shown in the enclosed cost statement.

In accordance with an agreement dated December 12, 1960, a refund of $1,945.50 is due the county. This refund will be made by our accounting division within the next few days.

Very truly yours,

H. S. Cox
County & City Relations Engineer

by

Verne R. Jones
Planning Engineer

VRJ:eb
Encl.

September 14, 1962

NOTED
DON HARWELL

NOTED
H. S. COX

NOTED
Harold C. Ayers

Malheur County Court
Courthouse
Vale, Oregon

NOTED
V. R JONES

NOTED
R. H. PRANGE

Gentlemen:

Final costs are now available on the Malheur River (Vale)Bridge Section of FAS 515, Contract No. 5824, as shown in the enclosed cost statement.

In accordance with an agreement dated December 12, 1960, a refund of $1,945.50 is due the county. This refund will be made by our accounting division within the next few days.

Very truly yours,

H. S. Cox
County & City Relations Engineer

by

Verne R. Jones
Planning Engineer

VRJ:sb
Encl.

5824

RECEIVED
APR 27 1962
FOR FILING

Monthly transaction number 5	Fo R-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate Oregon
Project Report Number 7	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 4-24-62	County Malheur
		Project number S-21(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on Feb. 13, 19 61, is hereby modified as follows:

Revised estimated total cost of project $ 99,184.00

Revised Federal funds $ 62,574.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24 day of April, 19 62.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Asst State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ C. G. Polk
Division Engineer

By: L R Backlund
L. R. Backlund
Acting Administrative Manager

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 17, 1962

CGPolk

FROM : C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

SUBJECT: Modification of Federal-aid Project Agreement

Attached are two copies of a proposed modification of Federal-aid project agreement for the following project:

S-21(7) Malheur River (Vale) Bridge Section

If the project agreement is satisfactory, it should be signed and returned to this office.

Attachment

RECEIVED
APR 18 1962
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED [illegible]
TO [illegible]
FOR

ACTION TAKEN

L. H. YOUNG

April 20, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement for the Malheur River (Vale) Bridge Section, Project No. S-21(7).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:jb

RECEIVED
MAR 2 1961
FOR FILING

2-13-61

Monthly Transaction No.
2-50

Project Report No.
4

Form -2
(9-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

te **Oregon**
County **Malheur**
Project No. **S-21(7)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
Co. Rd. Malheur River (Vale) Bridge

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	11-16-60	0.3
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 98,137	$ 58,900

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

~~Deputy~~ **State Highway Engineer**
(title)

By

(title)

By

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By **C. G. Polk**
Division Engineer

By: **R. C. Wright**
Administrative Manager

Date executed by Division Engineer **February 13, 1961**

USComm-DC 40257

February 9, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway official, for the Malheur River (Vale) Bridge Section, Project No. S-21(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:bb

December 22, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Malheur River (Vale) Bridge Section, Project No. S-21(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

Oregon State Highway Department

Federal Aid Secondary
Project No. S-21(7)

MALHEUR RIVER (VALE) BRIDGE SECTION OF THE
LYTLE BLVD. IN MALHEUR COUNTY

(Estimate as a basis for project agreement based on low bid prices.)

Salem, Oregon, December 22, 1960

Type Code 5231
Roadway (Sta. 44+80 to Sta. 62+00)(Contract No. 5824)

Clearing and Grubbing	All	Required		$ 100.00
Drainage Excavation, Unclassified	40	cu. yd.	$ 2.00	80.00
Embankment in Place	7,000	cu. yd.	0.50	3,500.00
Finishing Roadbed and Slopes	0.27	mile	1,000.00	270.00
18-inch Concrete Pipe	230	lin. ft.	4.85	1,115.50
Metal Guard Rail	250	lin. ft.	3.50	875.00
Selected Roadbed Topping	2,950	cu. yd.	0.35	1,032.50
Hauling Roadbed Topping	7,300	yd. mi.	0.12	876.00
3/4" - 0 Material in Leveling Course	400	cu. yd.	5.00	2,000.00
Sprinkling	80	M-gal.	2.00	160.00
Preparation of Base	0.27	mile	1,000.00	270.00
3/4" - 0 Material in Binder Course	25	cu. yd.	5.00	125.00
Furnishing and Placing Aggregates	220	cu. yd.	10.00	2,200.00
MC-2 Asphalt	5	tons	65.00	325.00
120-150 Asphalt	12	ton	65.00	780.00
RS-1 Asphalt	5	ton	65.00	325.00
Extra for Oiling Approaches	10	only	50.00	500.00
				$14,534.00
Flagging (57½% of Contractor's Cost)	All	Required		100.00
	Subtotal			$14,634.00
	10% Engr. & Cont.			1,463.00
		Total		$16,097.00

Type Code X021
Glenn Street Bridge (#8838)(Sta. 52+56 to Sta. 55+60)(Contract No. 5824)

Shoring, Cribbing, Etc.	All	Required		$ 5,000.00
Structural Excavation	270	cu. yd.	$ 5.00	1,350.00
Excavation Below Elevation Shown	25	cu. yd.	20.00	500.00
Furnish Steel Piling	350	lin. ft.	5.00	1,750.00
Drive Piles	10	only	60.00	600.00
Splice Piles	3	only	50.00	150.00
Class "A" Concrete (620 cu. yds.)	All	Required		43,500.00

Metal Reinforcement (145,000 lbs.)	All Required		$19,000.00
Metal Parapet Rail	608 lin. ft.	$ 4.00	2,432.00
8-inch Metal Drain Pipe	75 lin. ft.	4.00	300.00
	Subtotal		$74,582.00
	10% Engr. & Cont.		7,458.00
	Total		$82,040.00

Length of Roadway- - - - - - - - 0.269 Mile
Length of Structure- - - - - - - 0.057 Mile
Total length - - - - - - - - - - 0.326 Mile
Cost of Roadway Per Mile - - - - $59,840.14

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$16,097.00	$ 9,700.00	$ 3,198.50	$ 3,198.50
Structure	82,040.00	49,200.00	16,420.00	16,420.00
	$98,137.00	$58,900.00	$19,618.50	$19,618.50

State Funds For Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

Funds For Maint: Chap. 529, laws 1939.

Note: Necessary funds have been deposited by Malheur County with the Highway Department.

NOTED
H. S. COX

NOTED
JOHN D. GRAHAM

NOTED
DON HARWELL

NOTED
Harold C. Ayers

NOTED
V. R. JONES

NOTED
R. H. PRANGE

November 17, 1961

Mr. H. S. Coulter
Assistant Division Engineer
Oregon State Highway Department
P. O. Box 908
La Grande, Oregon

This is in reply to your letter of November 10 regarding the vacation of a portion of former FAS 515 which was replaced by the construction of the Vale Bridge Section. Since FAS 515 is now routed over the new bridge and Glenn Street into Vale, Malheur County may dispose of the old route as it sees fit. If the County does not want the expense of maintaining this section of old road and the Court wishes to vacate it, the responsibility for such action would rest entirely with the County and the State would have no interest in the matter. Such vacation proceedings should be initiated by the Malheur County district attorney.

H. S. Cox
County & City Relations Engineer

By

Robert H. Prange
Field Engineer

RHP:mn

FORM E-30 90M 3-61 84397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
November 10, 1961

SUBJECT: Vacating portion of FAS 515

To:

Mr. H. S. Cox
County & City Relations Engineer
Salem

NOTED
Harold C. Ayers

The Malheur County Court approached our Resident Engineer Thompson inquiring as to what might be done towards vacating that portion of the Federal Aid Secondary Highway #515 that was replaced by the Malheur River Bridge Section, recently completed. Apparently, they do not want the expense of maintaining this short piece of road. Would you advise this office so that we can take it up with the County Court.

A. F. Parson
Division Engineer

by H. S. Coulter
H. S. Coulter
Assistant Division Engineer

HSC:gb

RECEIVED
NOV 13 1961
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
OCT 26 1961
FOR FILING

5824

October 25, 1961

Fidelity & Deposit Co. of Maryland
Portland Branch Office
902 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5824 for bridge-grading-oiling the Malheur River Bridge Section (Vale) on Lytle Blvd. (Glenn Street) in Malheur County was completed by the contractor, Morrison-Knudsen Co. Inc., on September 20, 1961, and was formally accepted by the Highway Commission on October 20, 1961.

Final payment in the amount of $6,654.02 will be released to the contractor on or after November 1, 1961. The total contract amount is $89,789.95, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Fidelity & Deposit Co. of Maryland
Baltimore 3
Maryland

cc: Morrison-Knudsen Co. Inc.,
P. O. Box 27
Pleasant Valley
Oregon

RECEIVED
SEP 26 1961

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5474

September 22, 1961

Mr. C. G. Polk
Division Engineer
U. S. Bureau of Public Roads
477 Cottage, NE
Salem, Oregon

Dear Mr. Polk:

Re: Malheur River (Vale) Bridge
Contract No. 5824
FAP No. S-21(7)

Morrison-Knudsen Company, Inc. completed work on the Malheur River (Vale) Bridge Project on Lytle Boulevard (Glenn Street) in Malheur County, Contract No. 5824, FAP No. S-21(7) on September 20, 1961.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

mm

cc: Mr. Floyd Query ✓
Mr. D. B. Parkes
Mr. J. W. Nash

NOTED ON CARD

RECEIVED
FORM 2-123
17 1961
FOR FILING

5-21-61
5824

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

January 17, 1961

Morrison-Knudsen Company, Inc.,
319 Broadway
Boise
Idaho

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> **Contract #5824, awarded Dec. 15, 1960, for bridge-grading-oiling the Malheur River (Vale) Bridge Section of Lytle Blvd. (Glenn Street) in Malheur County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

OREGON STATE HIGHWAY DEPARTME

INVOICE

NOTED
H. S. COX

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12/22/60	cc 657		523-1094-297

INVOICE NUMBER

67876

- Malheur County
- Vale, Oregon
-
- Attn: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			$20,100.00
Partial transfer county advance deposit for Malheur River (Vale) Bridge Section, FAS 515, covered by agreement dated December 12, 1960			16,100.00
To be retained			$ 4,000.00

NOTED
JOHN D. GRAHAM

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request $________________

By________________________________

A 150 (REVISED 7-60)

NOTED
H. S. COX

NOTED
J. R. JONES

NOTED
C. G. SWENSON

December 19, 1960

Malheur County Court
Courthouse
Vale, Oregon

NOTED
Harold C. Ayers

FAS 515

Gentlemen:

This is to acknowledge receipt of your advance deposit in the amount of $20,100 on the Vale Bridge project.

Contract No. 5824 has been awarded to Morrison-Knudsen Company. A copy of the contract will be forwarded to you when available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

CGS:mm

cc: G. S. Paxson

NOTED
JOHN D. GRAHAM

Contract forwarded
12/21/60

NOTED
C. G. SWENSON

NOTED
H. S. COX

NOTED
Harold C. Ayers

Salem, Oregon
December 16, 1960

Malheur River (Vale) Bridge Section
FAS 515, Malheur County

Mr. Ivan Merchant
Bridge Engineer
OFFICE

Attention: Mr. C. A. Gardner

NOTED
V. R. JON

The required advance deposit of $20,100 has been received from Malheur County.

This project is now clear for award of a contract.

C. G. Swenson
County and City Relations Engineer

CGS:mm
cc: G. S. Paxson

NOTED
JOHN D. GRAHAM

NOTED
H. S. COX

December 12, 1960

NOTED
Harold C. Ayers

Malheur County Court
Courthouse
Vale, Oregon

Gentlemen:

On December 9, a satisfactory bid was received from Morrison-Knudsen Company, Boise, Idaho, for construction of the Vale Bridge Section, FAS 515. As per the agreement between County and State, the following advance deposit is required of the County prior to awarding of a contract:

Bid Items	$ 89,116.00
Anticipated Additional Items: Flagging	100.00
	$ 89,216.00
Engineering & Contingencies (12½%)	11,152.00
Estimated Total Cost	$100,368.00
County Advance Deposit 20% of $100,368	$ 20,100.00

Please make this advance deposit by means of a check or warrant payable to the Oregon State Highway Commission in the amount of $20,100, forwarding same to this office. Upon receipt of the deposit a contract can be awarded for this project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H S Cox
H. S. Cox
Assistant County and City Relations Engineer

HSC:mm

Deposit Paid
12/15/60

Cont. No. 5824

4

RECEIVED

FORM E-123-X

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5824

December 21, 1960

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
Room 408
State Highway Building
Salem, Oregon

RE: Malheur River (Vale)
Bridge
Contract #5824
FAP No. S-21(7)

Dear Sir:

Morrison-Knudsen Company, Inc., started work on Contract #5824, Malheur River Bridge at Vale Section on Lytle Boulevard in Malheur County on December 19, 1960.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:nk

cc: J. W. Nash
Floyd Query
D. B. Parkes

FORM E-123-X 75M 8-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

1-21-61

December 19, 1960

Malheur County Court
Courthouse
Vale, Oregon

FAS 515

Gentlemen:

This is to acknowledge receipt of your advance deposit in the amount of $20,100 on the Vale Bridge project.

Contract No. 5824 has been awarded to Morrison-Knudsen Company. A copy of the contract will be forwarded to you when available.

Very truly yours,

W. C. Williams
State Highway Engineer

By Original signed
C. G. Swenson

C. G. Swenson
County and City Relations Engineer

CGS:mm

cc: G. S. Paxson

RECEIVED
DEC 1[illegible] 1960
OFFICE OF
[illegible] ENGINEER

FORM 2-30X 30M 2-60 26119

5824

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 16, 1960

SUBJECT: Malheur River (Vale) Bridge Section
FAS 515, Malheur County

To: Mr. Ivan Merchant
Bridge Engineer
OFFICE

Attention: Mr. C. A. Gardner

The required advance deposit of $20,100 has been received from Malheur County.

This project is now clear for award of a contract.

Original signed
C. G. Swenson
C. G. Swenson
County and City Relations Engineer

CGS:mm
cc: G. S. Paxson

RECEIVED
DEC 19 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
H. S. COX

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
C. G SWENSON

NOTED
Harold C. Ayers

Salem, Oregon
December 15, 1960

SUBJECT: FAS Project Agreement
FAS 515, Malheur County

To:

Mr. C. G. Swenson
Engineer City & County Relations
Office

C & A 5311

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of an agreement with Malheur County covering the Malheur River (Vale) Bridge Section on FAS 515 in Malheur County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Malheur County Court.

Secretary

rn
Attach: 1

NOTED
JOHN D. GRAHAM

Dist 1/5/61
JDG

RECEIVED
DEC 16 1960
ENGINEER
COUNTY & CITY RELATIONS

NOTED
V. R. JONES

NOTED
H. S. COX

NOTED
C. G. SWENSON

November 25, 1960

NOTED
Harold C. Ayers

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Contract 5824
S-21(7)

Dear Mr. Polk:

Attached are three copies of an encroachment resolution covering that portion of Oregon Project No. S-21(7), Malheur River (Vale) Bridge on FAS 515 within the city of Vale.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

JDG:mm
Att.

November 23, 1960

Malheur County Court
Courthouse
Vale, Oregon

Gentlemen:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the Lytle Boulevard County Road (Vale Bridge) project on FAS 515.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project, including engineering and contingencies, is $112,000; however, the low bid received plus 12½% for engineering and contingencies will be the basis for the County's advance deposit. Please treat this estimate as confidential.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the county clerk attest with seal, and return both signed copies to this office. After signature by the Highway Commission, a fully executed copy of the agreement will be returned for the county's records. It would be appreciated if the signed agreements could arrive in Salem not later than December 7, 1960.

It is presently planned to accept bids for this project on December 9, 1960.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
Assistant County & City Relations Engineer

HSC:mm
Encl.

RECEIVED
NOV 17 1960
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

408 State Highway Building
Salem, Oregon

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

DATE: November 16, 1960

FROM : C. G. Polk, Division Engineer
08-35.32 Salem, Oregon

CGPolk

SUBJECT: Oregon Program -- Federal-aid Secondary Funds

The projects involving participation in Federal-aid Secondary funds, submitted with Mr. Porter's November 15, 1960 letter, are approved with the exception of Item 714, effective November 16, 1960.

The Stage 2 item, as approved, covers improvement of 1.9 miles of roadway and bridges at a total estimated cost of $100,000. Available Federal-aid Secondary funds have been reserved for this project in the amount of $60,000. The unprogramed balance of these funds is $2,751,193 and your reimbursable obligation balance is $21,816,279 according to our records of this date.

The approved project in this program, involving construction only, is listed as follows:

Item No.	Project No.	Location	Proposed Work
713	S-21(7)	Malheur River (Vale) Bridge	Grading, Paving, Structure

You are authorized to proceed to take all actions necessary to advance to completion any preliminary engineering, right-of-way acquisition and/or physical construction in Stage 2 only, provided for by the approved project in this submission in accordance with the provisions of your revised 1960 Secondary Road Plan as approved by the Commissioner. Railroad work shall be in accordance with PPM 30-3 and HPS reserve items will be handled in the same manner as other classes of Federal-aid funds. If you subsequently find that exceptions to the procedures or minimum design standards will be needed during the accomplishment of the project, this office should be informed of such proposed exceptions and the reasons therefor.

Necessary system revision of the underlying route for Item 713, Project S-21(7), was approved October 20, 1960. You have advised that the new structure over Malheur River will have a horizontal clearance of 24 feet.

NOTED
FORREST COOPER

Program approval of Item 714, Project S-86(3), North Unit, Hermiston Hinkle Section, is being held in abeyance pending submission and subsequent approval of necessary system revision of the underlying route. We have on file a certificate and transcript of the public hearing held in Hermiston on April 19, 1960. The proposed protection for the railroad grade crossing included within the limits of the project is considered adequate in accordance with the provisions of PPM 21-10, assuming that sight distance is unrestricted.

RECEIVED

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County & City Relations Division

Subject: Federal Aid Project No. S-21(7)

Highway No. FAS 515

Name of Project **Malheur River Bridge at Vale**

Gentlemen:

We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights of entry for the above-referred to Federal-aid project have been secured.

Dated at Vale, Oregon, this 28 day of Oct, 1960.

Malheur County Court

G. J. Chester
Judge

Commissioner

Earl Flock
Commissioner

RECEIVED
OCT 31 1960
ENGINEER
COUNTY & CITY RELATIONS

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County & City Relations Division

Subject: Federal Aid Project No. S-21(7)

Highway No. FAS 515

Name of Project Malheur River Bridge at Vale

Gentlemen:

We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights of entry for the above-referred to Federal-aid project have been secured.

Dated at Vale, Oregon, this 28 day of Oct, 1960.

Malheur County Court

E. J. Chester
Judge

Commissioner

Earl Flock
Commissioner

31481 - A -- Carl Rumsey
B -- Erwin & Josephine Andrews
C -- Hubert McNeill
D -- City of Vale
R/W Certificate to Earl Seling 2/27/61.
E -- Edwards
FAS Co. [illegible] Program, General, file for letter.

RECEIVED
OCT 31 1960
ENGINEER
COUNTY & CITY RELATIONS

FORM E-30 50M 2-60 26119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 5, 1960

SUBJECT: Options
Vale Bridge Section
Lytle Boulevard

To: Mr. C. G. Swenson
County & City Relations Engr.
OFFICE

Attached you will find 5 original option forms in quadruplet covering right of way to be acquired in connection with the Vale Bridge Section of Lytle Boulevard County Road in Malheur County. No Statements of Information were furnished. This contract is scheduled for letting August 16, 1960.

For your information we have enclosed the Authorization list.

Please return a signed or conformed copy of each option to the State Highway Department so that we may inform the Engineers of the conditions, if any, on each transaction.

We are forwarding under separate cover 5 prints of map No. 8B-8-8 covering this area and bearing our date of June 27, 1960.

File No.	Name	Area
31481-A	Carl Rumsey, et ux	750 sq. ft.
31481-C	Hubert McNeill, et ux	500 sq. ft.
31481-D	City of Vale	0.7 Acre
31481-E* only property involved County!	Delmar L. Edmonds, et ux	0.65 Acre
B.	Erwin W & Josephine / Andrews	100 □'

→ Sent to Vale via V. [illegible] [illegible] 1, 1960 (see diary)
EFS!

EARL F. SALING
Right of Way Office Manager

AC:jm
encls. 5 Options
Authorization list

cc: A. F. Parson
K. A. Chatwood

RECEIVED
JUL 1960
ENGINEER
COUNTY & CITY RELATIONS

NOTED

NOTED
C. G SWENSON

NOTED
H. S. COX

Salem, Oregon
October 27, 1960

Mr. Ivan Merchant
Bridge Engineer
OFFICE

Levee Construction
Malheur River (Vale) Bridge
FAS 515, Malheur County

NOTED
Harold C. Ayers

Attached is a copy of a teletype regarding the timing of the levee construction on the subject project. It would appear, in view of this information, that it would not be necessary to make any mention of this in the special provisions.

C. G. Swenson
County and City Relations Engineer

CGS:mm
Att.

cc: V. G. O'Neil

NOTED
JOHN D. GRAHAM

ACG ONT 52 10-26 900

C G SWENSON

D L HETHCOCK ENGINEER INSPECTOR IN CHARGE VALE PROJECT U.S.ENGINEERS SAYS LEVEE WORK SHOULD BE COMPLETED AT BRIDGE SITE IN 30 DAYS ADNXXX AND DEFINITELY BY DECEMBER 1.

V R JONES

ATT
VM

-8.

RECEIVED
OCT 26 1960
ENGINEER
COUNTY & CITY RELATIONS

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

NOTED
H. S. COX

NOTED
V. R. JONES

October 13, 1960

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Mr. Polk:

This is to acknowledge receipt of your letter of October 10, 1960, regarding right-of-way and a public hearing on the Malheur River Bridge on FAS 515 near Vale. As there were no requests for a public hearing on this project, none will be held.

In compliance with the provisions of P.P.M. 20-8(1) dated June 16, 1959, this is to certify that the State Highway Department has considered the economic effects in adopting this location.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

CGS:mm

cc: Forrest Cooper (Att.)
Tom Edwards "
Victor Wolfe "

Form CD-121
[illegible]

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: October 10, 1960

C W Polk

FROM : C. W. Polk, Division Engineer
08-35.4-RA Salem, Oregon

SUBJECT: FAS 315

The letters from the city of Vale and from Malheur County submitted with your letter of October 7, 1960 provide satisfactory evidence that the right-of-way for the improvement of FAS 315 within the corporate limits of Vale has been secured and that no public hearing will be required.

Edw Swenson

October 7, 1960

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Mr. Polk:

The Malheur County Court has requested an FAS-C project on FAS 515. The proposed project is shown colored in red on the attached map and involves the construction of a bridge over the Malheur River and construction of approaches thereto. The north approach to the proposed structure extends into the corporate limits of Vale; however, the right-of-way required for this north approach is presently owned by the City of Vale and they have agreed to make this right-of-way available to the County for this construction.

Copies of letters from Malheur County and the City of Vale concerning this right-of-way are attached. The City of Vale also state in their letter that they have no objections to the project and will not request a public hearing. Would you please advise if this meets with your requirements and a public hearing for this project is not required.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

CGS:mn
Att.

cc: Forrest Cooper
Victor Wolfe

KERM DECKER, Mayor
WELDON REYNOLDS, Recorder
VERL W. DOWERS, Treasurer
JOHN BARKLEY, Street Supt.
ROBERT G. INGRAM, Chief of Police
WM. HIGLEY, Assistant Street Supt.

COUNCILMEN
Ernest Monson
Glenn Hysell
Eugene Becker
Kenneth Johnson
Karl Doman

City of Vale

County Seat of Malheur County

VALE, OREGON

October 4, 1960

Mr. C. G. Swenson
County and City Relations Engineer
State Highway Department
Salem, Oregon

Dear Sir:

The City of Vale has made available to Malheur County all right-of-way for construction of the Malheur River (Vale) Bridge project on Glenn Street South and within the city limits of Vale.

The City of Vale has no objection to the proposed plans and will not request a public hearing for this project.

Very truly yours,

Kerm Decker

vw:kd

Kerm Decker, Mayor
City of Vale
Vale, Oregon

RECEIVED
OCT 5 1960
ENGINEER
COUNTY & CITY RELATIONS

The County of Malheur

OFFICE OF
COUNTY COURT

G. Y. Chester,
County Judge
GEORGE CLEAVER,
Commissioner
AMEIL CLAUDE
Commissioner

VALE, OREGON

October 4, 1960

Mr. C. G. Swenson
County and City Relations Engineer
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise that the City of Vale, owns all lands within the corporate limits of Vale, required for construction of the Malheur River (Vale) Bridge project and has made same available to Malheur County for construction of said project.

Very truly yours,

G. Y. Chester

G. Y. Chester
County Judge, Malheur County

RECEIVED
OCT 5 1960
ENGINEER
COUNTY & CITY RELATIONS

The County of Malheur

OFFICE OF
COUNTY COURT

G. Y. Chester,
County Judge
GEORGE CLEAVER,
Commissioner
AMEIL CLAUDE
Commissioner

VALE, OREGON

NOTED
H. S. COX

NOTED
V. R. JONES

September 26, 1960

Oregon State Highway Department
State Highway Building
Salem, Oregon

Dear Sirs:

The City of Vale, Oregon, has made all arrangements and given a statement to the Malheur County Court, that all right-of-ways needed for the construction of a bridge over the Malheur River connecting Lytle Boulevard and Glenn Street to "A" Street or Oregon State Highway 26.

Yours truly,

G. Y. Chester

G. Y. Chester
County Judge

Swenson

RECEIVED
SEP 28 1960
OREGON
STATE HIGHWAY COMMISSION

NOTED
FORREST COOPER

NOTED
C. G SWENSON

Harold C. Ayers

NOTED
H. S. COX

MEMO TO J. W. NASH
9/13/60

FAS 515, MALHEUR COUNTY

TERMINI: Bridge over Malheur River immediately south of Vale, Oregon.

PROPOSED WORK: Construct one concrete bridge and approaches.

PROJECT LENGTH: 0.26 mile.

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION:	$100,000	$60,000	$20,000	$20,000 (Co.)

EXISTING FACILITIES: This bridge and approaches are on new alignment, hence no existing facilities.

ADJACENT SECTIONS:
NORTH END: Glen Street 60' R/W, 22'-26' graveled roadway.
SOUTH END: Present FAS 515, 20' 0-11 oil mat surface, 4' shoulders, variable R/W - minimum 80'.

PROJECT DATA: Construct a reinforced concrete deck girder bridge 304' long, 24' horizontal clearance. Project shall include construction of approaches through a 20' 0-11 oil mat with 4' shoulders.

ROW:	Variable 60' minimum
MINIMUM DESIGN STANDARDS:	No exceptions.
RR XING:	None
SYSTEM ACTION:	None required.
PUBLIC HEARING:	None required.
UNUSUAL OR COMPLICATED SITUATIONS:	None

Route data submitted under Oregon Project S-21(6) and S-21(5).

HSC:mm

9-29-60

MALHEUR COUNTY
FAS PROJECTS

FAS 515, Malheur River Bridge and Approaches, $50,000 supplemental funds, 0.2 mile grading, oiling, and bridge.

This project was approved April 21, 1960, by the Highway Commission for $50,000 which was the amount of FAS funds available to Malheur County at that time. The additional $50,000 of 1962 funds will provide a total of $100,000 which is the presently estimated amount required for the project.

FAS 525, North Unit, Westfall-Harper Section, 7.1 miles, $156,000. This project extends from the northerly end of the South Unit, Westfall-Harper project to a county road junction in the community of Westfall.

The proposed project is to grade, place base surfacing, and construct a 20' wide type O-11 oil mat wearing surface with 2' shoulders.

Approved 9-30-60

60-g
8/29/60

MALHEUR COUNTY
FAS PROJECTS

8-29-60

FAS 515, Malheur River Bridge and Approaches, $50,000 supplemental funds, 0.2 mile grading, oiling, and bridge.

This project was approved April 21, 1960, by the Highway Commission for $50,000 which was the amount of FAS funds available to Malheur County at that time. The additional $50,000 of 1962 funds will provide a total of $100,000 which is the presently estimated amount required for the project.

FAS 525, North Unit, Westfall-Harper Section, 7.1 miles, $156,000. This project extends from the northerly end of the South Unit, Westfall-Harper project to a county road junction in the community of Westfall.

The proposed project is to grade, place base surfacing, and construct a 20' wide type 0-11 oil mat wearing surface with 2' shoulders.

Approved 9-30-60

60-g
8/29/60

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 27, 1960

SUBJECT: Vale Bridge Section
Lytle Boulevard County Road
Malheur County

To: Mr. W. T. Wright
Right of Way Engineer
Office

RECEIVED
2[illegible] 1960
LEGAL DEPT.

NOTED
D H MOEHRING

Attached are descriptions and authorization on the subject section.

It is not yet known if a public hearing will be required. If a public hearing is needed it will be necessary to obtain approval of the survey, otherwise no survey approval will be required. Malheur County is to acquire the right of way.

Tom Edwards
Construction Engineer
By D J Barbee
D. J. Barbee
Assistant Construction Engineer

FOS:cw

Attach

4-13-60

NOTED
NOTED H. S. COX
C. G. SWENSON

LOCATION PROSPECTUS
MALHEUR RIVER BRIDGE SECTION
FAS 515 - MALHEUR COUNTY

The following prospectus is submitted concerning the above-mentioned section of FAS 515, which is a county road on the Federal Aid Secondary System. The northerly terminus is at Glenn Street and "A" Street in Vale. The southerly terminus is at Mile Point 0.4 (approximately) of FAS 515. The overall length of the project is 0.2 miles.

This will be a location survey to prepare plans, specifications, and estimates for grading, oiling, and structure on new alignment. The town of Vale is at the northerly end of the project.

The general route was laid by the county. Reconnaissance is not necessary. Soils investigation will be conducted. The flood control project of the U. S. Army Corps of Engineers planned for this area should receive special study to determine its effect on alignment. An economic analysis is not needed.

The existing (1958) ADT is 240 and the projected (1978) ADT is 360. Maximum grade and curvature will be determined by survey. Traffic warrants a Class "E" highway with a typical section consisting of a 20-foot traveled way with 4-foot shoulders. Deviations from State and Federal standards are not anticipated.

The rise and fall and the central angle data of the existing facility are not available. The rise and fall and the central angle data for the proposed alignment will be determined by survey.

This will be a county road with unrestricted access. There are no interchanges or railroad crossings. The Malheur River will be bridged with a new structure having a horizontal clearance of 24 feet.

The tentative base design by G. L. Decker is:

Wearing Surface	1¼"	0-11 Oil Mat
Top Course Base	2 "	3/4"-0 Crushed
Bottom Course Base	9 "	Selected Roadbed Topping
Total Depth	12¼"	

NOTED
JOHN D. GRAHAM

Materials are available from local State-controlled sources.

Agreements with City and County will be necessary.

There are no State parks or roadside rest areas affected by this project.

April 13, 1960

Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Tom Edwards
A. F. Parson (3)
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson (3)
Larry Mahoney
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
C. G. Swenson ✓
Walter T. Wright

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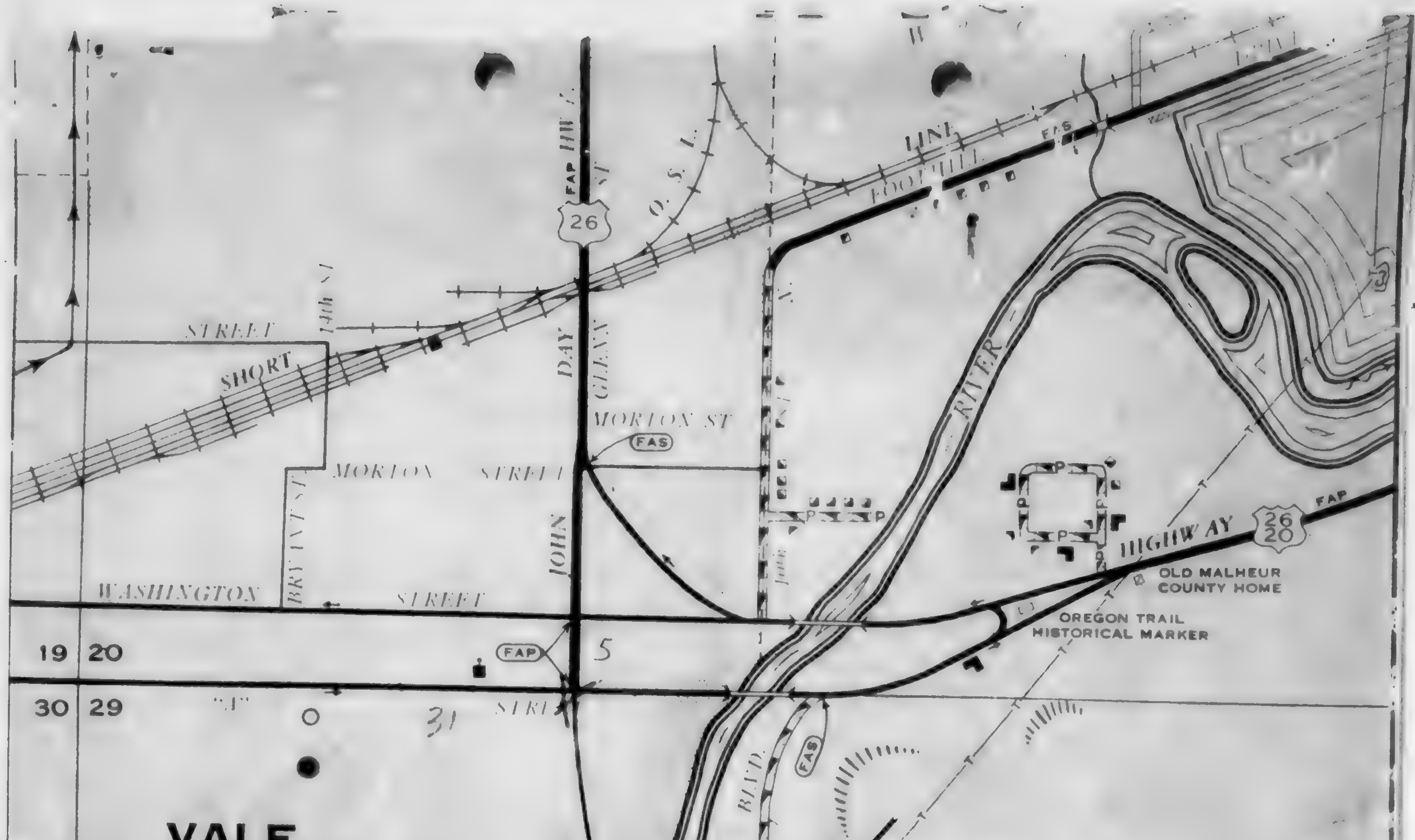
APR [illegible] 1960
ENGINEER
COUNTY & [illegible]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BRYANT ST
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STREET
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OLD MALHEUR COUNTY HOME
OREGON TRAIL HISTORICAL MARKER
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Vale
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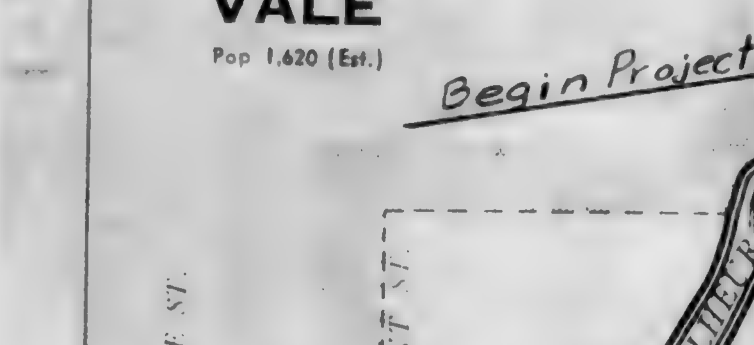
24'
BRIDGE SECTION
4'
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10
4'
TYPICAL SECTION

MALHEUR RIVER BRIDGE
FAS 515 - MALHEUR Co.
PROSPECTUS MAP.

P

RECEIVED
APR - 6 1960
FOR FILING
1 20 (1)
5424

April 4, 1960

Mr. O'Neil Holloway, President
Ontario Chamber of Commerce
Moore Hotel Building
Ontario, Oregon

Dear Mr. Holloway:

This is in reply to your letter of March 28 regarding the Malheur County Court's decision to construct a bridge over the Malheur River at Vale.

The requests for federal-aid secondary projects on county roads are initiated by the individual county courts. If it is determined that the requested project is a meritorious one and meets all required federal regulations, the project is submitted to the Highway Commission for approval, and if approved, it is programmed with the Bureau of Public Roads for construction. This project was found to meet all federal requirements and will provide a very desirable improvement on this road. The road presently has an average daily traffic of 220 vehicles. All of the traffic on this road destined to or from Vale must make a rather long circuitous route and all northbound traffic going to Vale is required to make an undesirable and rather dangerous movement across eastbound traffic on the A Street extension. The new bridge would also eliminate the necessity for improvement of the northerly one-half mile of this road (Lytle Boulevard).

It is believed that the roads set forth in your letter which you believe should be improved in lieu of constructing the Vale bridge are not presently on the federal-aid secondary system and secondary funds could not be expended on them until they are placed on this system. The procedure for placing a county road on the federal-aid secondary system is approxmmately the same as in setting up a federal-aid secondary construction project.

The federal highway act requires that federal-aid secondary projects must be selected in co-operation with the appropriate local officials, which in Oregon are the county courts, so a request to substitute another project would have to come from your county court.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Malheur County Court
Mr. Forrest Cooper
Mr. C. G. Swenson

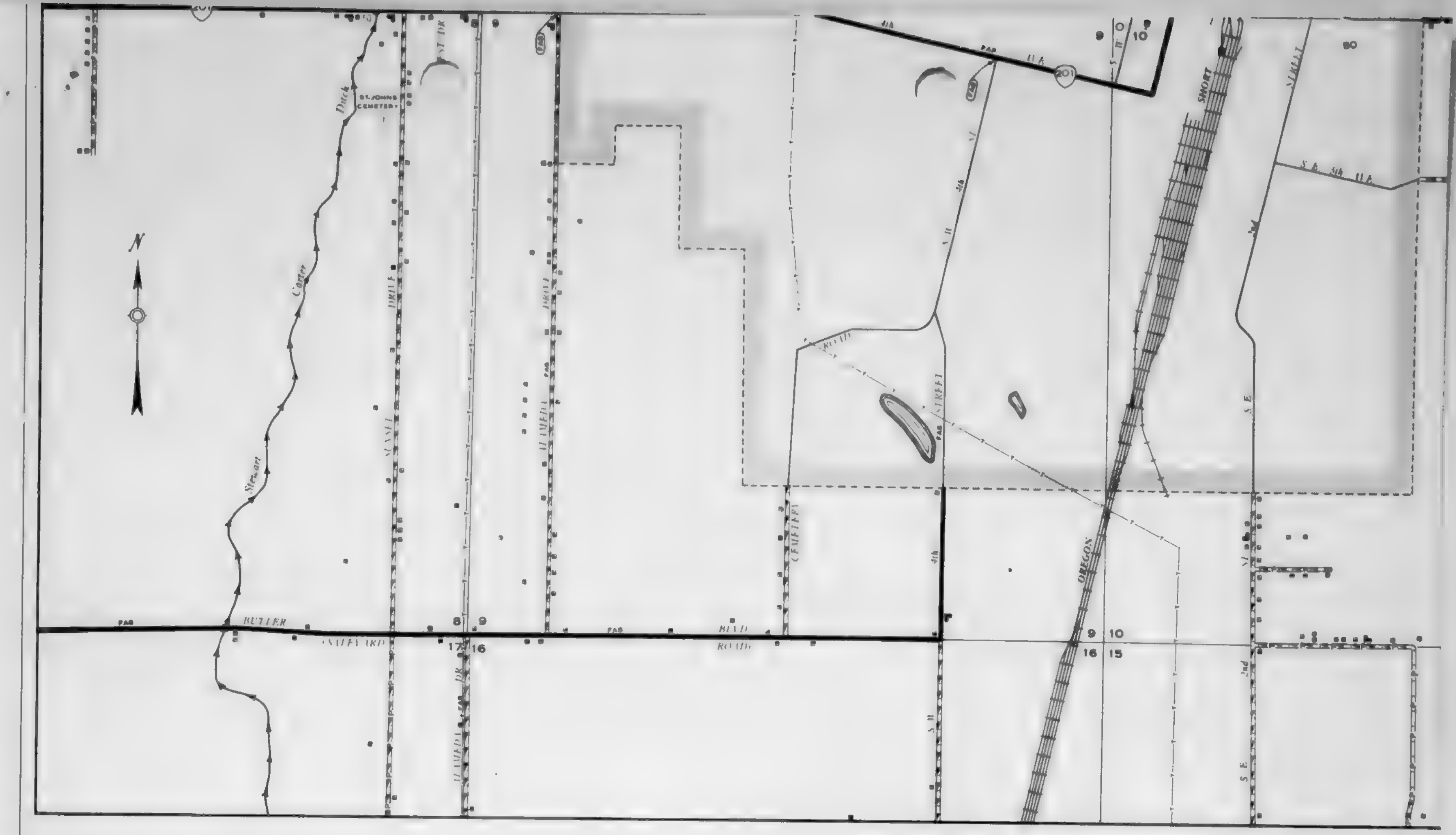
CGS:mm ss

PROPOSED PROJECT
MALHEUR COUNTY

FAS 515, Malheur River Bridge and Approaches, $50,000. This bridge is located on new alignment and connects Glenn Street in Vale with FAS 515.

The County requests that the structure have a 24' clear width. Construction of 0.2 mile of approach road with a 20' 0-11 oil mat and 4' shoulders will be required. Attention should be given to a proposed levee on the west bank of the Malheur River which is being planned by the Army Engineers. The $50,000 represents the presently available FAS funds and they will be supplemented with additional FAS funds when they become available.

60-26 C
3/2/60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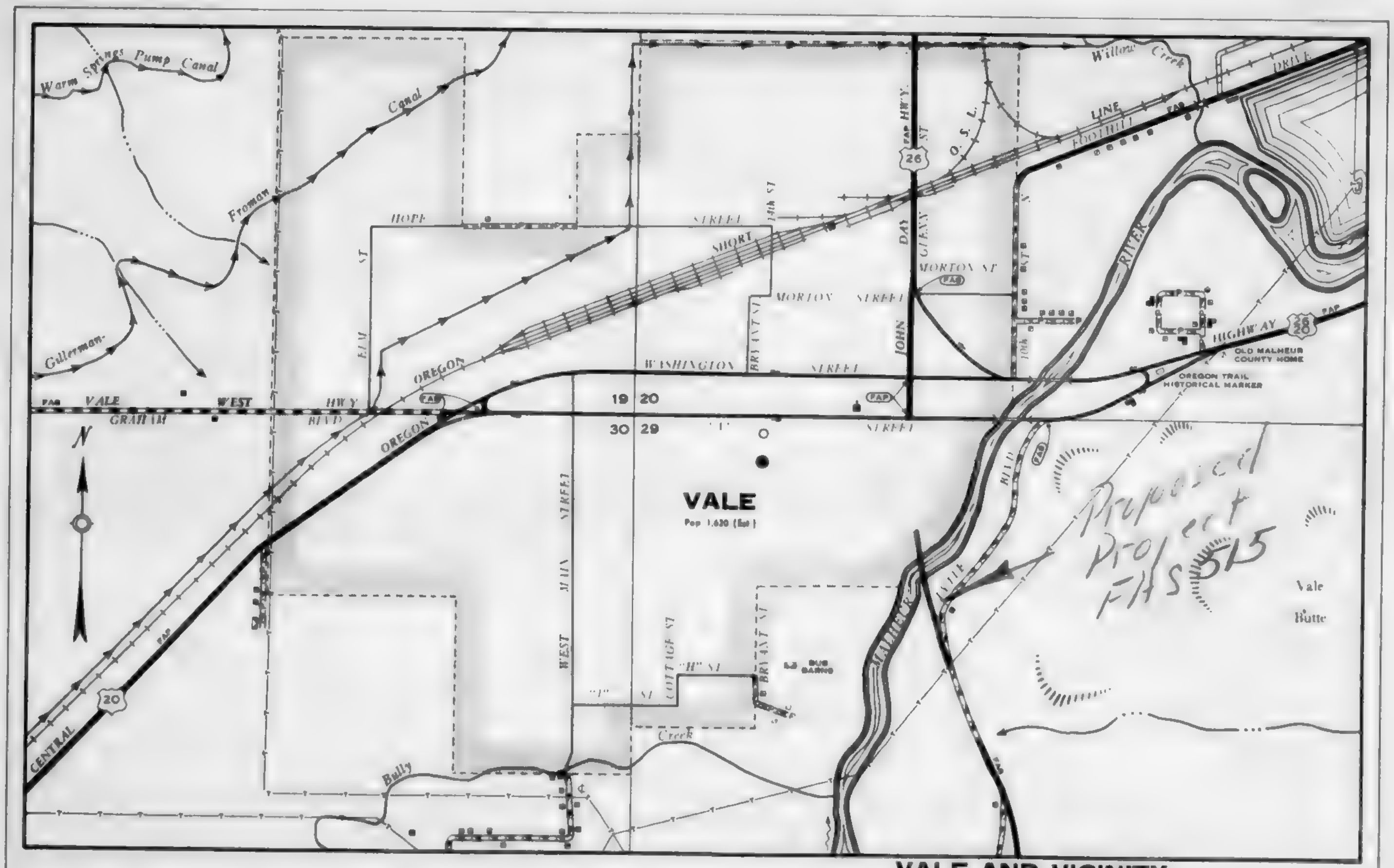
ROADSIDE CULTURE AS OF 1958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Gillerman
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ELM ST
BRYANT ST
JOHN
DAY HWY
GLENN ST
26
RIVER
HIGHWAY
OLD MALHEUR COUNTY HOME
OREGON TRAIL HISTORICAL MARKER
VALE WEST HWY
GRAHAM BLVD
19 20
30 29
STREET
VALE
Pop 1,630 (Est)
WEST
MAIN
STREET
COTTAGE ST
"H" ST
"I" ST
BRYANT ST
BUS GARAGE
Creek
Bully
CENTRAL
20
MALHEUR
Vale
Butte
N

Proposed Project FHS 515

SEC. 19 20 29 30 T18S R45E

VALE AND VICINITY
MALHEUR COUNTY OREGON
SCALE
1959

0 0.1 0.2 0.3 0.4 0.5 Miles

ROADSIDE CULTURE AS OF 1958

⑥

6 5
N
OREGO
MALHE
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SEC.

MAL

ROADSIDE CULTURE A

FORM E-30X 50M 7-59 22125

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 1, 1960

SUBJECT: Letter from Ontario Chamber of Commerce
Re Malheur County FAS Project
(FAS 515)

To: Mr. W. C. Williams
State Highway Engineer
OFFICE

Attached is a rough draft of a suggested letter to the Ontario Chamber of Commerce regarding the proposed bridge over the Malheur River at Vale and a brief description of this proposed project which I had planned to forward to Mr. Paxson for your presentation to the Highway Commission at the next Commission meeting.

There were no remonstrances against this proposed project at the meeting in the courthouse on March 9. There were twenty to twenty-five people in attendance.

C. G. Swenson
County and City Relations Engineer

CGS:mm
Att.

cc: G. S. Paxson

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

Ontario Chamber of Commerce

OREGON'S GATEWAY ◆ CAPITAL OF EASTERN OREGON

... ON THE OLD OREGON TRAIL ...

MOORE HOTEL BUILDING
ONTARIO, OREGON

March 28, 1960

RECEIVED
OFFICE OF
[illegible] ENGINEER

NOTED
W. C. WILLIAMS

W. C. Williams, State Engineer,
Oregon State Highway Department,
Salem, Oregon

Dear Mr. Williams,

We are concerned about the County Courts decision to build a third bridge in the near vicinity to Vale which to the best of our knowledge would accomodate so very few cars. By paving Lytel Blvd. another half mile they could have access to the two bridges that have served them adequately in the past.

There are so many places in the county where the expenditure of $76,000 would serve so many people on a Farm-To-Market basis. To mention a few: extend the road for a half mile past the salesyard, then east to the Pioneer Meat Packing company, then north to U. S. #30, allowing most of the stock trucks, Oregon Feeding company trucks and some produce trucks a chance to bypass our south end residential area; pave Chester Blvd. and as far up the hill as the money would permit construction which would provide easier access for the 75 to 80 farm familes in that area; and extend the surfaced road that leads west from the salesyard to connect with the Vale Foothill Drive.

It was our understanding that the County Court was going to work more closely with the Malheur County Planning Commission and not make recommendations for road constructions on their own. The Commission is making a thorough study of the county roads and will have them listed according to need and the number of residents who will receive benefits from improvements made. It might be that it is imperitive to spend this money before this survey is ready, if so, it could better be spent on any of the above mentioned projects.

You will recall that the County Court had told the state engineers to abandon the old Malheur Bridge north of town after the flood damage. This would have been done had they not been informed there was a far greater number of people in the north end of the county who needed it repaired.

Therefore we are urging that the State Highway Department give another look at this third bridge project at Vale before entering into any final negotiations.

Sincerely yours,

O'Neil Holloway

O'Neil Holloway, President

RECEIVED
MAR 30 1960
STATE [illegible]

Copy to
[illegible]

MALHEUR ... FASTEST GROWING AGRICULTURAL COUNTY IN OREGON

FAS 515 County Malheur Contract No. [illegible]

Section [illegible]

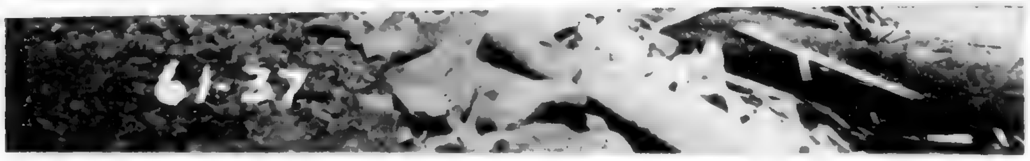
Location [illegible]

60C49

60C50

60C51

61-36


61-37

[illegible] 7-60

FAS [illegible] County [illegible] Contract No. [illegible]

Section [illegible]

Location 60-C-49 [illegible]

60-C-50 [illegible]

[illegible]

60C50

60C51

2-9-60 1960

FAS 515 **County** Malheur **Contract No.** 5824

Section Vale Bridge

Location 60-C-49 } site from S

60-C-50 } site from E

60-C-51 } Glen st looking N. from site

[illegible] [illegible] FAS 515 60-C-50

[illegible] site from N.

60 C-51

Vale Malheur FAS 515

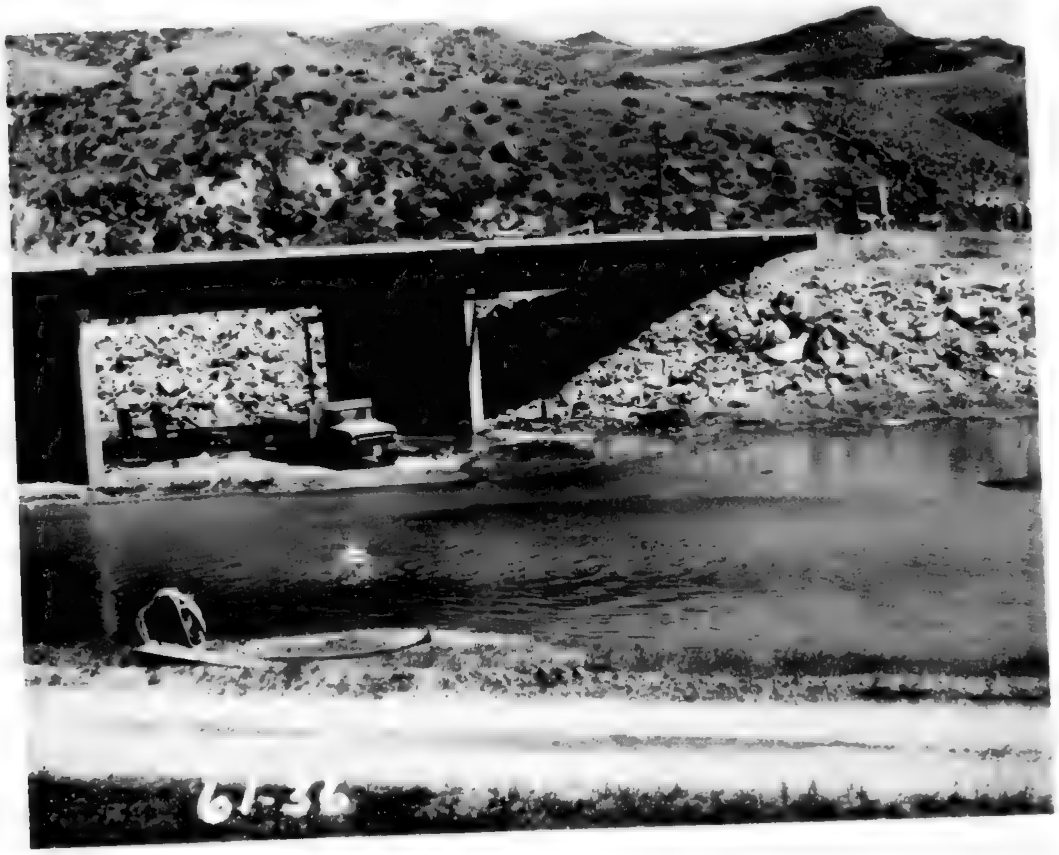
Glen st [illegible] bridge site

FAS [illegible] County [illegible] Contract No. ______

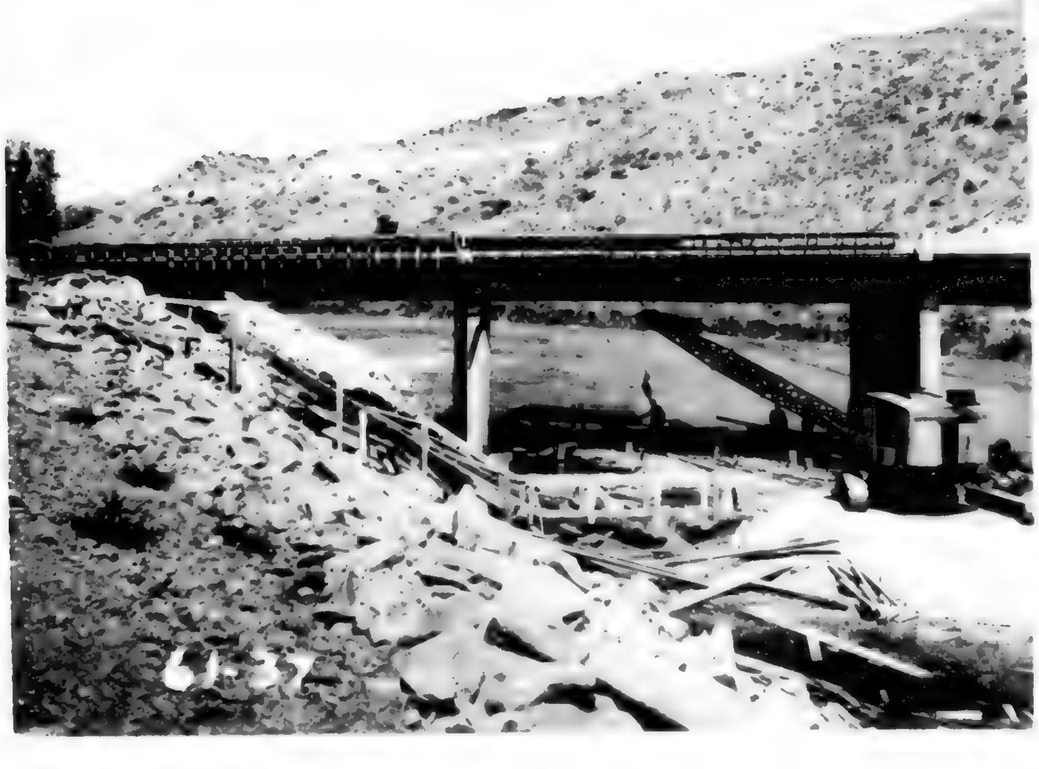
Section [illegible]

Location [illegible]

____

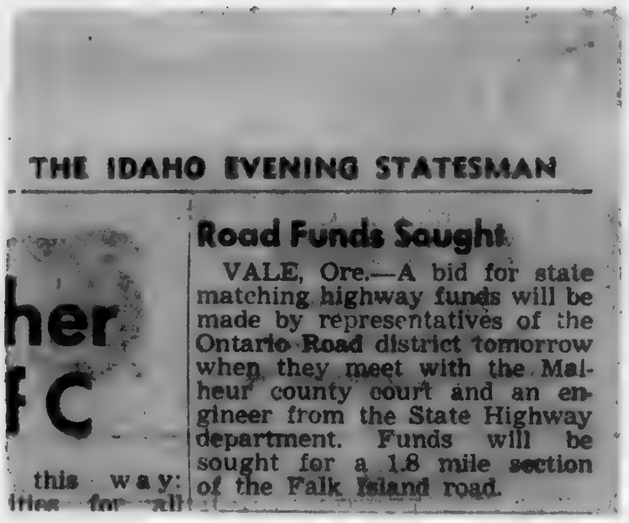


61-36



61-37

3-8-60



THE IDAHO EVENING STATESMAN

Road Funds Sought

VALE, Ore.—A bid for state matching highway funds will be made by representatives of the Ontario Road district tomorrow when they meet with the Malheur county court and an engineer from the State Highway department. Funds will be sought for a 1.8 mile section of the Falk Island road.

U-123(17) E. Revere Ave.-E. Franklin Ave.
(Bend Sec.) The Dalles-Calif. Hwy.
#5825 Grading and paving. 1960

C+A 2310 - 12-15-60

RECEIVED
OCT 10 1963

FOR FILING

[illegible]

5825

October 10, 1963

Mr. H. M. Puddy
City Manager
Bend, Oregon

Dear Sir:

In reply to your letter of October 7, regarding the City of Bend's cooperation on the Revere Avenue-Franklin Avenue Project, we are attaching the following as requested in your letter.

1. Final Estimate showing stations and quantities of work performed.

2. Final Contract Payment Voucher.

According to our records, we have received from the City of Bend their share of the funds on the above-mentioned project.

Very truly yours

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

JAH:lt

1905

CITY of BEND

P. O. BOX 431
PHONE 382-4211

October 7, 1963

Oregon State Highway Department
State Highway Building
Salem 10, Oregon

RE: Invoice No. 71888
Billing Req. No. CE 8644

Dear Sir:

On October 19, 1961, your department presented a bill to the City of Bend indicating a further amount due. I'm sure the proper reimbursements have been made, but, it possible we would appreciate very much your sending us a copy of the itemized statement of final cost, particularly the final estimate of payments to contractors.

yes

Thank you very much for this courtesy.

Sincerely yours,

Hal Puddy

H. M. Puddy,
City Manager

HMP:dmt

REFERRED TO
MARTIN, Auditor

RECEIVED
SEP 23 1962
FORM E-30X—50M—5-62 48809

FOR FILING

5825

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 26, 1962

SUBJECT: BPR Schedule of Exceptions
E. Revere Ave.-E. Franklin
Ave. Section (Bend)
The Dalles-California Highway
Deschutes County
Contract No. 5825
Project No. U-123(19)

To: Mr. L. H. Young
Office Engineer

OFFICE

Attached you will find a copy of the citation from the Bureau of Public Roads for charges made by the City of Bend for work done on the subject project.

This citation is for the equipment rental charges made by the City for their work performed in adjusting their water lines for this project. The City used the standard AGC rental rates for equipment used on Force Account work for all equipment they used on this project. These rates are entirely unsupported by the records kept by the City.

Paragraph 12-c of PPM 30-4 states in part:

> "Reimbursement will be limited to charges which account for costs to the utility of expenses for equipment used. Arbitrary or otherwise unsupported equipment use charges will not be reimbursed."

In this case, these equipment rental rates are arbitrary and unsupported, and may not be reimbursed. This has been discussed with the Accounting Division, and they state that this bill has been paid. It is recommended that the Bureau of Public Roads be approached to participate in equipment rental rates which are equal to 75% of the listed AGC rates effective between December 22, 1960, and May 18, 1961. The Bureau of Public Roads has accepted this method for work done by the City of Bend on the Swalley Canal-E. Revere Avenue Section, Contract No. 5959, Project No. F-123(21).

In the future, all City Agreements will carry a schedule of equipment rental rates which will be approved by the Bureau of Public Roads prior to the signing of the Agreement.

TWL:bjh

cc: R. L. Porter
C. H. Maison
H. S. Cox
Dean Swift
R. H. Clark
F. W. Sugnet

F. D. Morgan
Construction Engineer
By F B Klaboe
F. B. Klaboe
Assistant Construction Engineer

RECEIVED
SEP 27 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
UG 28 1962

FOR FILING
U-123(19)
[illegible]

477 Cottage Street N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

August 21, 1962

08-35.5

A. W. Parsons, Division Engineer
Salem, Oregon

By: L. R. Backlund
Admin. Manager

Oregon Project U-123(19)
E. Revere Ave.-E. Franklin Ave. (Bend)
Voucher No. 6 - Final
Net Amount Claimed $28,104.00

The subject voucher has been approved in the reduced amount of $22,806.00. Deduction has been made in accordance with the attached Schedules of Exceptions Nos. 1 to 4.

Total amount of deduction	$ 8,288.37
Federal-aid pro-rata	63.93%
Net deduction in even dollars	$ 5,298.00

In the event you disagree with the deduction made, it will be necessary to present a reclaim in accordance with Instructional Memorandum 4-1-61.

Attachments

original To Young
with attachments
8-27-62

RECEIVED
B 6 1962

FOR FILING

E. Revere Ave. -E. Franklin Ave.
Contract No. 5625

FINAL COST ANALYSIS
Widen, Stone Base and Pave
Contractor: Babler Bros.
Resident Engineer: R.H. Clark

January 25, 1962

The Dalles-California Highway
Deschutes County

Item 54[illegible]	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	All	All	5,000.00	3,500.00	3,500.00	5,000.00
Remove Concrete & Masonry	All	All	2,000.00	1,500.00	1,500.00	2,000.00
Drainage Excav.	231.64	Cu.Yd.	12.00	12.00	2,779.68	2,779.68
General Excav.	13,250.80	Cu.Yd.	2.10	1.90	25,176.52	27,826.68
Dispose of Excess Mat'l	9,255.70	Cu.Yd.	1.00	1.00	9,255.70	9,255.70
Finish Roadbed & Slopes	0.82	Mile	1,000.00	1,000.00	820.00	820.00
36" Concrete Pipe	44	Lin.Ft.	15.00	15.00	660.00	660.00
8" Sewer Pipe	822	Lin.Ft.	3.00	3.00	2,466.00	2,466.00
10" Sewer Pipe	405	Lin.Ft.	4.00	4.00	1,620.00	1,620.00
8" Drain Wells 25-ft Deep	15	Each	150.00	145.00	2,175.00	2,250.00
8" Drain Wells Over 25-ft Deep	156	Lin.Ft.	5.50	5.50	858.00	858.00
8" Steel Well Casing	57	Lin.Ft.	6.00	5.00	285.00	342.00
Concrete Inlets, Type "G"	36	Each	70.00	70.00	2,520.00	2,520.00
Concrete Curbs	240.50	Cu.Yd.	40.00	40.00	9,620.00	9,620.00
Concrete Driveways	342.49	Sq. Yd.	4.50	4.50	1,541.21	1,541.21
Concrete Walks	975.66	Sq. Yd.	4.00	3.60	3,512.38	3,902.64
Cl."A" Concrete in Stairways	2.41	Cu.Yd.	100.00	75.00	180.75	241.00
Coarse Cr.Mat'l in Base	16,629.09	Ton	2.40	2.09	34,826.37	39,909.82
3/4"-0 Mat'l in Base	3,336.70	Ton	2.60	2.24	7,462.72	8,675.41
Sprinkling	697	M-Gal.	3.00	1.87	1,303.39	2,091.00
Preparation of Base	0.82	Mile	1,000.00	860.22	705.38	820.00
3/4"-0 in Binder	340	Cu.Yd.	5.00	4.30	1,462.37	1,700.00
RC-3 Asphalt in Binder	46.67	Ton	50.00	46.08	2,150.55	2,333.50

NOTED
FORREST COOPER

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Cl. "B" Asphalt Concrete	6,622.70	Ton	7.80	6.71	44,436.22	51,657.06
Extra for Approaches	24	Each	40.00	36.17	868.08	960.00
F.A. Flagging					1,055.75	607.05
F.A. Testing Drain Wells					88.63	101.92
					$162,829.70	$182,558.67

Gross Revenue	$ 182,558.67
Total Cost	162,829.70
Net Profit	$ 19,728.97

Net Profit equals 10.81% on Gross Revenue

DETAIL OF COSTS - Contract No. 5825

Labor:		
Labor (All)	$ 11,911.66	
Labor Insurance	847.65	
Welfare and Pension	656.21	$ 13,415.52
Materials:		
RC-3 Asphalt	1,643.22	
86-100 Asphalt	10,179.93	
City of Bend	88.63	
Coarse Base Material	20,786.36	
3/4"-0 Base Material	5,005.04	
3/4"-0 Binder Material	595.00	
A.C. Aggregate	9,928.28	48,226.46
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	13,522.94	
Equipment Rental, Hired with Operator	4,015.56	
Gas and Oil	2,544.68	
Bond	920.23	
Home Office and General Overhead	5,191.67	
P.L. and P.D. and P.U.C.	309.64	
Move In	5,184.50	
Burner Oil	808.98	32,498.20
Sub and Hired Contractors:		
Robinson & Son	47,997.18	
E.N. Peterson	17,374.34	
O.E. Hurst	3,318.00	68,689.52
	TOTALCOST	$ 162,829.70

Remarks - Contract No. 5825

This was a "Federal Aid Urban Project" on the East Revere Avenue-East Franklin Avenue (Bend) Section of The Dalles-California Highway in Deschutes County. The work consisted of widening, stone basing, asphaltic concrete paving and allied work on 0.82 mile of highway roadbed.

The bid was received December 9, 1960 and accepted, subject to certain conditions, December 12, 1960 with award being made December 16, 1960.

Robinson & Son, subcontractors for the grading moved equipment onto the job December 14, 1960 and began excavation work December 19, 1960. The grading work was halted December 25, 1960 for a week while utility adjustments were made, work being slowed down for the same reason January 2, 1961 to January 7, 1961. The grading operation was completed April 21, 1961 except for minor clean up.

Rock surfacing was placed January 9, 1961 to April 24, 1961 as various sections were completed. The binder course was placed April 17th to April 26, 1961. Asphaltic paving was processed May 1st to May 19, 1961, the asphalt plant being broken down ten days of that time. The project was completed May 19, 1961.

Good general management and sound bidding resulted in a good profit of 10.81% on the gross revenue.

M.N. Juve
Chief Cost Analyst

By

Arthur Bollinger

January 25, 1962

E. Revere-E. Franklin Ave. (Bend)
Contract No. 5825

FINAL COST ANALYSIS

Grading
Subcontractor: Jack Robinson & Son
Resident Engineer: R.H. Clark

The Dalles-California Highway
Deschutes County

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	All		3,500.00	2,838.32	2,838.32	3,500.00
Remove Concrete & Masonry	All		1,500.00	1,265.00	1,265.00	1,500.00
Drainage Excavation	231.64	Cu.Yd.	12.00	11.02	2,552.03	2,779.68
General Excavation	13,250.80	Cu.Yd.	1.90	1.70	22,464.57	25,176.52
Dispose Excess Material	9,255.70	Cu.Yd.	1.00	0.85	7,836.36	9,255.70
Finish Roadbed & Slopes	0.82	Mile	1,000.00	841.51	690.04	820.00
36" Concrete Sewer Pipe	44	Lin. Ft.	15.00	14.33	630.61	660.00
8" Concrete Sewer Pipe	822	Lin. Ft.	3.00	2.50	2,053.52	2,466.00
10" Concrete Sewer Pipe	405	Lin. Ft.	4.00	2.98	1,205.10	1,620.00
Flagging	All				381.35	219.28
					$42,006.91	$47,997.18

Gross Revenue	$ 47,997.18
Total Cost	42,006.91
Net Profit	$ 5,990.27

Net Profit equals 12.48% of Gross Revenue

DETAIL OF COST - Contract No. 5825

Labor:		
Labor (All)	$ 13,785.12	
Insurance, Welfare and Pension	1,574.96	$ 15,360.08
Material:		
36" Concrete Pipe	272.80	
8" Concrete Sewer Pipe	452.10	
10" Concrete Sewer Pipe	311.85	
Pipe Joint Mortar	88.70	
Explosives	1,098.11	2,223.56
Equipment Rental and Miscellaneous Expense:		
Equipment Rental, Owned	19,595.05	
Equipment Rental, Hired	92.84	
Gas and Oil	1,657.46	
Bond	359.30	
P.L. and P.D. Insurance	20.26	
Small Tools and Miscellaneous Supplies	514.36	
Home Office and General Overhead	2,184.00	24,023.27
	TOTAL COST	$ 42,006.91

Remarks - Contract No. 5825

Jack Robinson and Son was the subcontractor for the grading work on this project. He began grading operations December 19, 1960 and completed April 11, 1961.

The grading operation progressed well throughout the job with some minor inconveniences and shifting of work caused by utility adjustments by the city of Bend forces.

The profit of 12.48% on the gross revenue reflect good management and sound bidding.

M.N. Juve
Chief Cost Analyst

By

Arthur Bollinger

11-13-61

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FOR FILING

Monthly transaction number	Form ...-2A (5-..-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	...ate Oregon
Project report number	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Deschutes
		Project number U-123(19)

U-123(8...)

5425

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **February 20**, 19**61**, is hereby modified as follows:

Revised estimated total cost of project $ **223,702.00**

Revised Federal funds $ **140,284.00**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **13** day of **November**, 19**61**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ **C. G. Polk**
Division Engineer

R C Wright
By: R. C. Wright
Administrative Manager

USComm-DC 11170

November 7, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway official, for the E. Revere Avenue-E. Franklin Avenue (Bend) Section, Project No. U-123(19).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RWC:bb

Contract 5825 2-20-61

RECEIVED
MAR 2 1961
FOR FILING

Monthly Transaction No.	Form PR-2 (9-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
		County **Deschutes**
Project Report No. U-123^{5} (19)	**FEDERAL-AID PROJECT AGREEMENT**	Project No. **U-123(19)**

5825

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

US 97 E. Revere Ave. to Franklin Ave. (Bend)
E. Revere Ave. - Franklin Ave. (3rd St.-Bend) Section

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	11-17-60	0.8
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 203,299	Federal funds $ 128,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper
~~Deputy~~ **State Highway Engineer**
(title)

By
(title)

By
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By **C. G. Polk**
Division Engineer

By:
R. C. Wright
Administrative Manager

Date executed by Division Engineer **February 20, 1961**

USComm-DC 40257

December 29, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the East Revere Avenue-East Franklin Avenue (Bend) Section, Project No. U-123(19).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:er

Federal Aid
Project No. U-123(19)

Oregon State Highway Department

EAST REVERE AVENUE-EAST FRANKLIN AVENUE (BEND) SECTION OF THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 29, 1960

Type Code 6201
Roadway (Sta. 45+10 to Sta. 88+27.10)(Contract No. 5825)

Clearing and Grubbing	All	Required		$ 5,000.00
Removal of Concrete and Masonry	All	Required		2,000.00
Drainage Excavation, Unclassified	350	cu.yds.	$ 12.00	4,200.00
General Excavation, Unclassified	10,980	cu.yds.	2.10	23,058.00
Disposing of Excess Material	3,150	cu.yds.	1.00	3,150.00
Finishing Roadbed and Slopes	0.82	mile	1,000.00	820.00
6-inch Concrete Pipe	56	lin.ft.	15.00	840.00
8-inch Sewer Pipe	1,000	lin.ft.	3.00	3,000.00
10-inch Sewer Pipe	440	lin.ft.	4.00	1,760.00
8-inch Drain Wells, 25' Deep	13	only	150.00	1,950.00
8-inch Drain Wells, Below 25' Deep	400	lin.ft.	5.50	2,200.00
8-inch Steel Well Casing	130	lin.ft.	6.00	780.00
Concrete Inlets, Type "G"	38	only	70.00	2,660.00
Concrete Manholes	1	only	225.00	225.00
Concrete Curbs	250	cu.yds.	40.00	10,000.00
Concrete Driveways	550	sq.yds.	4.50	2,475.00
Concrete Walks	870	sq.yds.	4.00	3,480.00
Class "A" Concrete in Stairways	3	cu.yds.	100.00	300.00
Course Crushed Material in Base	14,500	tons	2.40	34,800.00
3/4" - 0 Material in Base	3,500	tons	2.60	9,100.00
Sprinkling	350	M-gals.	3.00	1,050.00
Preparation of Base	0.82	mile	1,000.00	820.00
3/4" - 0 Material in Binder Course	260	cu.yd.	5.00	1,300.00
RC-3 Asphalt	40	tons	50.00	2,000.00
Class "B" Asphaltic Concrete	6,800	tons	7.80	53,040.00
Extra for Paving Approaches	24	only	40.00	960.00
				$170,968.00
Flagging (57½% of Contractor's Cost)	All	Required		1,000.00
Testing Drain Wells	All	Required		350.00
Signing (Temporary)	All	Required		500.00
Utility Work				
Work by City of Bend (Water)	All	Required		$ 12,000.00
		Subtotal		$184,818.00
		10% Engr. & Cont.		18,481.00
		Total		$203,299.00

Length of Roadway - - - - - - - - - - - 0.818 mile
Cost of Roadway per mile- - - - - - - - $248,531.78

Federal Funds - $128,000.00

State Funds - 24,475.00

City Funds - 50,824.00

$203,299.00

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939

State Funds for Maint.: Chap. 529, laws, 1939

EAST REVERE AVENUE-EAST FRANKLIN AVENUE (BEND) SECTION

Project No. U-123(19)

Estimated cost of work by the City of Bend.

Labor - - - - - - - - - - - - - -	$ 5,654.16
Materials - - - - - - - - - - - -	1,063.16
Equipment - - - - - - - - - - - -	5,863.15
	$12,580.47

Use - - -	$12,000.00

Oregon State Highway Department

Federal Aid
Project No. U-123(19)

EAST REVERE AVENUE-EAST FRANKLIN AVENUE (BEND) SECTION

OF THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 14, 1960

Type Code 6201
Roadway (Sta. 45+10 to Sta. 38+27.10)

Clearing and Grubbing	All Required		$ 2,500.00
Removal of Concrete and Masonry	All Required		2,500.00
Drainage Excavation, Unclassified	350 cu.yds.	$ 9.00	3,150.00
General Excavation, Unclassified	10,980 cu.yds.	2.00	21,960.00
Disposing of Excess Material	3,150.cu.yds.	.40	1,260.00
Finishing Roadbed and Slopes	0.82 miles	1,000.00	820.00
36-inch Concrete Pipe	56 lin.ft.	12.50	700.00
8-inch Sewer Pipe	1,000 lin.ft.	2.50	2,500.00
10-inch Sewer Pipe	440 lin.ft.	3.00	1,320.00
8-inch Drain Wells, 25 Feet Deep	13 only	150.00	1,950.00
8-inch Drain Wells, below 25' Deep	400 lin.ft.	5.50	2,200.00
8-inch Steel Well Casing	130 lin.ft.	5.00	650.00
Concrete Inlets, Type "G"	38 only	90.00	3,420.00
Concrete Manholes	1 only	300.00	300.00
Concrete Curbs	250 cu.yds.	60.00	15,000.00
Concrete Driveways	550 sq.yds.	4.50	2,475.00
Concrete Walks	870 sq.yds.	5.00	4,350.00
Class "A" Concrete in Stairways	3 cu.yds.	75.00	225.00
Coarse Crushed Material in Base	14,500 tons	2.25	32,625.00
3/4" - 0 Material in Base	3,500 tons	2.35	8,225.00
Sprinkling	350 M-gals.	3.00	1,050.00
Preparation of Base	0.82 miles	1,000.00	820.00
3/4" - 0 Material in Binder Course	260 cu.yds.	5.00	1,300.00
RC-3 Asphalt	40 tons	50.00	2,000.00
Class "B" Asphaltic Concrete	6,800 tons	7.50	51,000.00
Extra for Paving Approaches	24 only	30.00	720.00
			$165,020.00
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
Testing Drain Wells	All Required		350.00
Signing (Temporary)	All Required		500.00
Signing (Permanent)	All Required		2,000.00
			$ 3,850.00
Utility Work:			
Work by City of Bend (Water)	All Required		6,500.00
	Subtotal		$175,370.00
	10% Engr. & Cont.		17,537.00
	Total		$192,907.00

Length of Roadway	0.818 miles
Cost of Roadway per mile	$235,827.62

Federal Funds	$120,000.00
State Funds	24,681.00
County Funds	48,226.00
City	
	$192,907.00

RECEIVED
JUL 28 1961
FOR FILING

5825

July 27, 1961

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5825 for grading-paving East Revere Avenue-East Franklin Avenue Section (Bend) of the Dalles-California Highway in Deschutes County was completed by the contractor, Babler Bros. Inc., on May 19, 1961, but has not as yet been accepted by the Commission

Final payment in the amount of $5,577.52 will be released to the contractor after acceptance by the Commission. The total contract amount is $182,558.67, of which amount $708.97 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Babler Bros. Inc.,
4617 SE Milwaukie Avenue
Portland 2
Oregon

RECEIVED
MAY 31 1961
FOR FILING

V-123(19)

5825

Salem, Oregon
May 31, 1961

Increase in Project Authorization
E.Revere St.-E.Franklin Ave.(Bend)
The Dalles-California Highway
Deschutes County, Contract 5825

Mr. R. H. Clark
Resident Highway Engineer

This is to inform you that at its meeting of May 26, 1961, the Highway Commission approved an increase of $22,072.48 in project authorization on the subject project.

The new authorization for construction is $226,055.23. This amount should be used in all future reports on this project.

for
R. L. Porter
Office Engineer

DBP:jb

cc: Dean Swift

U-123(19)

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 27, 1961

Section E. Revere Ave.-E. Franklin Ave. (Bend)

Kind of work Grading & Paving

Highway The Dalles-Calif. County Deschutes

Section prefix 9-1058

Contractor Babler Bros., Inc.

Contract number 5825

Date of contract Dec. 12, 1960

Specified work days 70

Date work started Dec. 14, 1960

Work days used 51

Project authorization $ 203,982.44

Exclusive of engineering $ 189,477.31

Per cent of time elapsed 72.86 %

Estimated cost of completed project, exclusive of engineering $ 206,846.40

Estimated per cent overrun 9.17 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 14,505.44

Engineering cost to date $ 14,500.00, 99.97 %

Date project was completed May 19, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	None	100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

FINAL REPORT

Equip. moved in: Dec. 14, 1960

Excavation: Dec. 19, 1960 to April 11, 1961

Rock hauled: Jan. 9 to April 24

Binder course: April 17 & 26

Paving: May 1-19 (10 day delay due to paving plant breakdown)

Semifinal estimate submitted to Div. office May 26, 1961

NOTED

MAY 29 1961

NOTED

Signed R. H. Clark

Address Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.82	0.82		0.82	0.82
Miles partially completed					
Miles completed	0.82	0.82		0.82	0.82
Total estimated quantities (contract)	10,800	18,000		40 260	6,800
Total quantities corrected to date	13,251	19,965		47 340	6,623
Estimated quantities moved or placed to date	13,251	19,965		47 340	6,623
Average daily quantities	(62) 214	(62) 322		(2) 170	(7) 940
Average daily quantities necessary to complete project on time	Completed			Completed	
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair & Warm		
Tuesday	" "		
Wednesday	" "		
Thursday	" "		
Friday	Cloudy & Mild		
Saturday			

RECEIVED
JG 8 19
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

DATE: May 24, 1961

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

5825

GPolk

FROM : C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

SUBJECT: Oregon Project U-123(19)
E. Revere Ave.-E. Franklin Ave.
Parking Regulations and Control of Traffic

May 23 1960

A recent review of the project file for the subject project has revealed a deficiency in the State-City Agreement concerning parking regulations and control of traffic. Pursuant to IM 21-10-60 this agreement or other appropriate document submitted to the Division Engineer, Bureau of Public Roads should contain a formal statement describing the parking and traffic control regulations upon which the design is based with assurance on the part of the State and City that these regulations will be enforced. The agreement should also contain a statement that future changes in the agreement or control measures require prior approval of the Division Engineer, Bureau of Public Roads.

Please submit the necessary addendum to the State-City Agreement in triplicate to this office so we can proceed with a modification of the project agreement.

Any agreements between the State and a political subdivision executed in the future should incorporate the necessary provisions of IM 21-10-60.

483.346
483.350

Porter

RECEIVED
MAY 26 1961

RECEIVED
MAY 26 1961
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
MAY 25 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 22 1961
FOR FILING

U-123(19)

5825

May 23, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on May 19, 1961, on Contract No. 5825, E. Revere Ave.-Franklin Ave. (Bend) Section in Deschutes County, in connection with Federal Aid Project No. U-123(19).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:cr
cc: Clarence G. Swenson

RECEIVED
MAY 22 1961
FOR FILING
U-123(19)

5825

May 19, 1961

Oregon State Highway Commission

Gentlemen:

Our present estimate of the moneys required to complete Contract No. 5825, which is the East Revere Avenue-East Franklin Avenue Project in Bend, indicates an overrun of the original project authorization of 10.82 per cent, or $22,072.48.

This overrun results from increased work required at street connections and road approaches as well as a $5,000 overrun in the cost of the City of Bend's water line adjustment. The City encountered much more rock in its adjustment than it had anticipated, and therefore the City's estimate of cost was not realistic.

A request for increased project authorization in the amount of $22,072.48 will be presented to you at the May 26, 1961, meeting, and I recommend your approval.

Very truly yours,

W. C. Williams
State Highway Engineer

LWR:fp me

cc Tom Edwards
C. H. Maison
Dean Swift

FORM E-30 50M 3-61 94597

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 5, 1961

SUBJECT:

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

Attached for your approval is a Report on Expected Overrun of Project Authorization for Contract No. 5825, East Revere Avenue-East Franklin Avenue (Bend).

The original project authorization is $203,982.75, the estimated cost is $226,055.23 or $22,072.48 more than the original authorization.

Four items on this job account for this overrun; namely:

General Excavation (+ $4,830.00) due to more work in street connections and approaches than anticipated.

Disposing of Excess Material (+ $6,000.00) due to portions of embankment areas being filled between the time of design and construction by local property owners.

Course Crushed Material in Base (+ $5,160.00) due to the necessity of removing more pavement than anticipated.

Adjustment of Water Facilities by City (+ $5,000.00) due to unrealistic estimate by the City of Bend for cost of adjustment.

Also attached is a rough draft of a letter to the Commission.

Tom Edwards
Construction Engineer

By
L. W. Rulien
Assistant Field Construction Engineer

LWR:fp

Enc.

Cooper: This project contracted on aerial survey -
E

RECEIVED
MAY 17 1961
STATE [illegible] ENGINEER

y

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MAY 12 1961

FOR FILING
U-123(19)

5x25

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 10, 1961

SUBJECT: E. Revere Ave.-E. Franklin Ave.
Bend

To:

Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

NOTED
W. C. WILLIAMS

Enclosed find copy of a letter from the Bureau of Public Roads concerning the lack of adequate testing performed on the A.C. aggregates at their time of manufacture.

Pursuant to our common practice and to a recent agreement with the A.G.C., we must work closely with the contractor during the time that he is producing aggregates to the end that a good product is obtained.

In order to perform this function, more tests must be run than were apparently run on this project. Furthermore, the timelag between sampling and reporting should not be 5 to 7 days, but something on the order of a few minutes. Aggregates should be screened on the job, and results given the contractor immediately.

Two further points are important. First, you must still forward the specified number of samples to the Central Laboratory for record purposes. Second, your field sampling is not to be the basis of accepting the aggregates, but only to give indication to the contractor that his crusher is producing acceptable material.

Tom Edwards
Construction Engineer

By
F. Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

Enc.

cc C. G. Polk
W. C. Williams
Forrest Cooper

RECEIVED
MAY 11 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 5 1961
FOR FILING
U-123(19)
5825

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: May 4, 1961

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

By: DM Emrich
D. M. Emrich
Acting Division Engineer

SUBJECT: Oregon Project U-123(19)
E. Revere Avenue - E. Franklin Avenue, (Bend) Section of The Dalles-California Highway

Recent inspection of the subject project has revealed a situation which is of concern to us and we wish to take this opportunity to call it to your attention.

In inspecting the test sheets it is noted that no job control samples of the asphaltic concrete aggregates were taken and that all the samples which had been taken were received at the laboratory on only 3 days, March 15, 20 and 29. This, despite the fact that crushing extended from March 15 until well into the first week in April. Furthermore, on the three samples taken, upon which date of sampling were shown, a time lag of five to seven days shows between date sampled and date reported.

Observation of the paving plant operation at the time of the inspection revealed a large amount of fine material being rejected at the plant and a strong possibility exists that the stockpile will be inadequate for completion of the paving.

All in all, we feel that inadequate quality control is the inevitable result of such sketchy sampling procedures and we wish to bring it to your attention.

Edw

NOTED

RECEIVED
MAY 4 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Form No. E-372—10M

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MAY 31 19[illegible]
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name E. Revere Ave. - E. Franklin Ave. (Bend) Date May 2, 1961

Highway The Dalles-California Contract No. 5025

County Deschutes Kind of Work Grading & Paving Contractor Babler Brothers, Inc.

Contract Amount $170,968.00

Expected over-runs and under-runs in contract items:

Major items, itemized:

	Quantity	Unit Price	Amount
General Excavation	2,300 C.Y.	2.10	$ 4,830.00
Disposing of Excess Mat'l	6,000 C.Y.	1.00	6,000.00
Concrete walks	100 Sq. Yd.	4.00	400.00
Course Crushed Mat'l in Base	2,150 ton	2.40	5,160.00
Sprinkling	350 M-Gal.	3.00	1,050.00
Minor items, unitemized algebraic total			- 3,500.00

[illegible]

Subtotal $184,908.00

Approved work orders (Price, extra work and state force orders) $20,641.79

Expected over-runs and under-runs in work orders:

Major items, itemized:

	Amount
Adjust Water Facilities	$ 5,000.00
Directional Signing	1,000.00
Minor items, unitemized algebraic total	

Subtotal $211,549.79

Authorization for engineering $14,505.44

Expected over-run or under-run of engineering authorization $

Costs not included above (explain) $

Allowance for future contingencies (____% of work remaining) $

Credits to come from transfers and deductions $

Present estimate of project cost $226,055.23

Brief Statement of principal causes of over-run:

SEE ATTACHED LETTER.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$203,982.75
Present estimate of project cost	$226,055.23
Expected over-run (Amount)	$22,072.48
Expected over-run (per cent)	10.82%

Space to right of this line is for use of Salem office.

Submitted by: R. H. Clark
Resident Engineer

Noted by: [illegible]
Construction or Bridge Engineer

Confirmed by:
Division Engineer

Noted by:
Deputy or Assistant State Highway Engineer

State Printing 86719

To be attached to report of Expected Overrun of Project Authorization on
The E. Revere Ave. - E. Franklin Ave. (Bend) section of the Dalles-Cal Highway
Contract # 5825 Profix 9-1050

The largest item of overrun if for the adjusting of water facilities, which was underestimated to an extreme degree by the City of Bend. Excavation Overrun was primarily in in street connections and approaches. Overrun in disposing of excess material was due to the fact that the fill between Sta. 46A 51 did not take as much material as anticipated, since the area to the left was filled by the property owner prior to the begining of the job. Concrete walks had to be replaced because of damage due to closeness of excavation to existing walks. Course mat'l in base overrun primarily because more original pavement was removed than was anticipated due to several grade changes, and also on street connections. The item for changing 3 phase operation of traffic signal was overlooked in the original authorization.

RECEIVED
MAR 2 1961
FOR FILING
U-123(19)

E425

February 17, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement signed by the Highway Commission for the E. Revere Avenue-Franklin Avenue (3rd Street-Bend) Section, Project Number U-123(19).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DAR:bb

RECEIVED
FEB 17 1961
FOR FILING

U-123(19)

5425

February 17, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement signed by the Highway Commission for the E. Revere Avenue-Franklin Avenue (3rd Street-Bend) Section, Project Number U-123(19).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DAR:bb

RECEIVED
JAN 24 1961
FOR FILING

U-123 (19)
5825

Salem, Oregon
January 23, 1961

Sign - Third Street
Bend

Mr. Tom Edwards
Construction Engineer
OFFICE

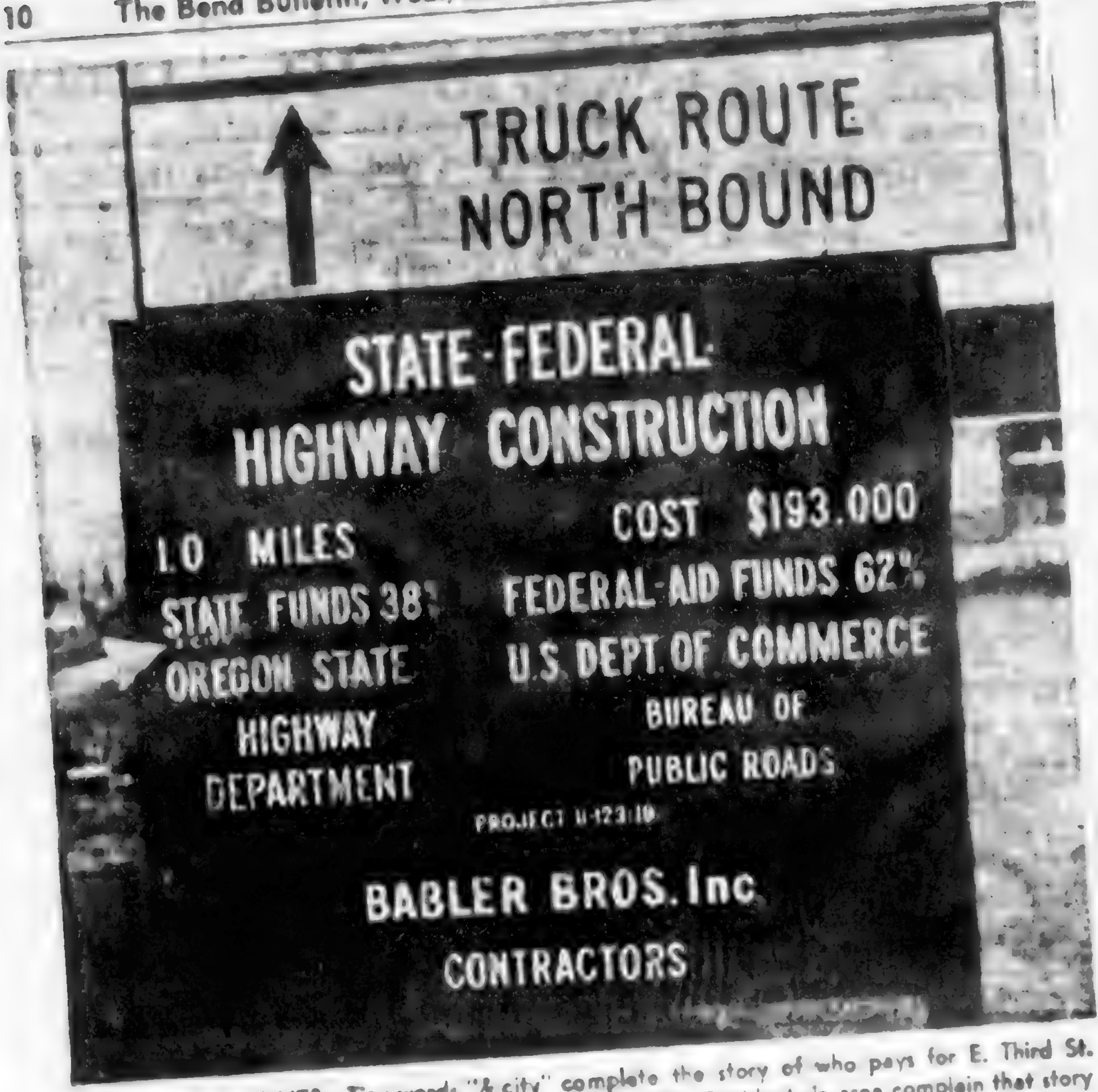
Will you please take the necessary steps to correct a somewhat sour public relations situation occasioned by the sign which was placed on the Third Street project in Bend. It was called to our attention by a jolt in The Bend Bulletin of January 18, copy attached.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams

10 The Bend Bulletin, Wed., January 18, 1961


TRUCK ROUTE
NORTH BOUND
STATE-FEDERAL
HIGHWAY CONSTRUCTION
1.0 MILES
COST $193,000
STATE FUNDS 38%
FEDERAL-AID FUNDS 62%
OREGON STATE
HIGHWAY
DEPARTMENT
U.S. DEPT. OF COMMERCE
BUREAU OF
PUBLIC ROADS
PROJECT U-123(19)
BABLER BROS. Inc.
CONTRACTORS

SEE THE FINE PRINT?—Tiny words "& city" complete the story of who pays for E. Third St. highway project, as told by sign at E. Third and Franklin. Residents in area complain that story is not complete, since they are required to pay the entire city share. "City" is paying 25 per cent of entire project cost, or about $49,000; state pays 13 per cent more directly, and collects remaining 62 per cent from federal aid.

RECEIVED
JAN - 9 1961
FOR FILING
U-123(19)
5825

H

January 9, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering permanent directional signing on the N. Revere Ave.-S. Franklin Ave. (Bend) Section of The Dalles-California Highway in Deschutes County, Contract No. 5825, in connection with Federal Aid Project No. U-123(19).

This work is necessary for the direction and guidance of traffic upon completion of the project. It does not include temporary signing required during construction. The BPR Area Engineer has verbally recommended approval of this order.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

Encl.

RECEIVED
JAN - 6 1961
FOR FILING

U-123 (19)

5825

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

January 5, 1961

Babler Bros. Inc.,
1617 SE Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5825, awarded December 16, 1960, for grading-paving the East Revere Ave.-East Franklin Ave. (Bend) Section of The Dalles-California Highway in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

Encl.

RECEIVED
JAN -5 1961
FOR FILING
U-123 (19)

5825

January 4, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering the testing of drain wells on the E. Revere Avenue-E. Franklin Avenue (Bend) Section of The Dalles-California Highway in Deschutes County, Contract No. 5825, in connection with Federal Aid Project No. U-123(19).

The special provisions for this project provide for testing drain wells with running water to determine that they have sufficient capacity, as extra work. Funds were included in the project authorization for the work.

This work is necessary to insure sufficient drainage runoff capacity.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enclosure

DBP:cr

RECEIVED
JAN - 5 1961
FOR FILING
11-123(19)

5825

January 4, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the S. Revere Ave.-S. Franklin Ave. (Bend) Section of The Dalles-California Highway in Deschutes County, Contract No. 5825, in connection with Federal Aid Project No. U-123(19).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

Encl.

RECEIVED

408 State Highway Building
Salem, Oregon

U-123(19)

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

December 22, 1960

Attention: Mr. R. L. Porter

5825

C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

Utility adjustment - City of Bend
E. Revere Avenue - E. Franklin Avenue (Bend) Section
The Dalles-California Highway
Project U-123(19)

We hereby approve the formal agreement between the State and the city of Bend dated November 2, 1960, regarding the subject adjustment.

Authorization to proceed with the work is granted as of December 21, 1960. Approval is subject to the provisions of PPM 30-4.

Porter

RECEIVED
DEC 21 1960
FOR FILING
U-123 (19)
3825

December 21, 1960

E. Revere Ave.-S. Franklin Ave.
(Bend) Section
The Dalles-California Highway
Deschutes County-Contract No. 3825
Project No. U-123(19)

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are the following data covering the adjustment of City of Bend water facilities in connection with construction of the subject project:

1. Two conformed copies of the agreement between the State and City of Bend covering construction of the project.

2. Two copies of the City's estimate of cost for adjusting its water facilities.

3. Two sets of construction plan sheets showing adjustments to be made in the water facilities.

Your approval of the agreement and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

Encl.

RECEIVED
DEC 20 1960
FOR FILING
U-123(19)

5825

December 19, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on December 14, 1960, on Contract No. 5825, E. Revere Ave.-E. Franklin Ave. (Bend) Section, in Deschutes County, in connection with Federal Aid Project No. U-123(19).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

FORM E-123-X 75M

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED

61-123 (19)

5825

December 19, 1960

Mr. W. T. Thompson
City Manager
City Hall
Bend, Oregon

Dear Mr. Thompson:

This is to acknowledge receipt of your advance deposit in the amount of $49,170 on the East Revere Street-East Franklin Avenue project.

Contract No. 5825 has been awarded to Babler Bros., Inc. A copy of the contract will be forwarded to you as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By Original signed
C. G. Swenson

C. G. Swenson
County and City Relations Engineer

CGS:mm

cc: G. S. Paxson
V. D. Wolfe

RECEIVED
DEC 19 1960
OFFICE OF
[illegible] ENGINEER

RECEIVED
1960

U-12-2(19)
5825

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

December 16, 1960
Salem, Oregon

To: Mr. R. E. Porter
Office Engineer

SUBJECT: E. Revere Avenue-E. Franklin Avenue Project
The Dalles-California Highway
City of Bend

The required advance deposit in the amount of $49,170 has been received from the city of Bend. Required right-of-way is clear.

This project is now clear for award of a contract.

Original signed
C. G. Swenson
C. G. Swenson
County & City Relations Engineer

CGS:mm

cc: G. S. Paxson
V. D. Wolfe

RECEIVED
DEC 19 1960
OFFICE OF
STATE HIGHWAY ENGINEER

408 State Highway Building
Salem, Oregon

December 16, 1960

U-123 (19)

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

5825

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project U-123(19)

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project U-123(19), East Revere Avenue-East Franklin Avenue (Bend) Section, The Dalles-California Highway we hereby concur, as of this date, in award of Contract No., 5825 to Babler Bros. Inc., of Portland, Oregon, low bidder in the amount of $170,968.00 at the December 9, 1960 bid opening.

Carter

RECEIVED
DEC 16 1960
FOR FILING

U-123 (19)

5825

December 16, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for 0.82 mile of grading and paving on the E. Revere Ave.-E. Franklin Ave. (Bend) Section of The Dalles-California Highway in Deschutes County, Project U-123(19), to Babler Brothers, Inc. on the basis of the bid of $170,968 submitted on December 9.

All rights of entry required for this contract are acquired. All rights of access to or from abutting properties are either (1) denied by law, or (2) have been acquired, or (3) are being acquired in condemnation proceedings which have been commenced and which will be prosecuted to completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By J.A.H.

R. L. Porter
Office Engineer

JAH:sw

RECEIVED
DEC 15 1960
FOR FILING

G-123 (19)
5825

December 15, 1960

Julia S. Johnson
City Recorder
City Hall
Bend, Oregon

Dear Madam:

We are enclosing for the records and files of the City of Bend a fully executed copy of a Cooperative Agreement between the State Highway Commission and the City of Bend covering the Revere Avenue-Franklin Avenue Section of The Dalles-California Highway in the City of Bend.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
DEC 19 1960
FOR FILING
U-123 ([illegible]
5825

MISC. CONTRACTS and
AGREEMENTS No. 2310

12/15

Salem, Oregon
December 15, 1960

Cooperative Construction Agreement
Revere Avenue-Franklin Avenue Section
The Dalles-California Highway
City of Bend

Mr. C. G. Swenson
Engineer County & City Relations
Office

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of a cooperative agreement with the City of Bend covering the Revere Avenue-Franklin Avenue Section of The Dalles-California Highway in the City of Bend.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Bend, Oregon.

Secretary

rn
Attach: 1

FORM E-30X 50M 7-59 22125

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 16, 1960

SUBJECT: Cooperative Construction Agreement
Revere Avenue-Franklin Avenue Section
The Dalles-California Highway
City of Bend

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the subject project. Two copies have been signed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 6/2/60.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

RECOMMENDED FOR APPROVAL
G S Paxson
Assistant State Highway Engineer

AUTHORIZED BY HIGHWAY COMMISSION
DATE 6-2-60 Min. Page 19
Floyd Query
Secretary

CITY OF BEND

Post Office Box 431 BEND, OREGON Telephone EV 2-4211

RECEIVED
1960
FOR FILE

U-123 (19)

5825

December 14, 1960

NOTED
W. C. WILLIAMS

Mr. W. C. Williams,
State Highway Engineer,
State Highway Department,
Salem, Oregon.

Dear Mr. Williams:

Enclosed herewith is City of Bend check No. 13887 in the amount of $49,170, which is its share of the cost of the East Revere Avenue-East Franklin Avenue (Highway 97) Bend project.

Very truly,

Julia S Johnson

Julia S. Johnson,
Recorder.

j

cc: Mr. C. G. Swenson
    County and City Relations Engineer

encl. 1

Check # 13887 —— $49,170.
sent to Acct. Div. 12/16/60
Notified Co-City ——
C.G.

RECEIVED
DEC 16 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED

RECEIVED
DEC 12 1960
FOR FILING
[illegible]

December 12, 1960

Oregon State Highway Commission

Gentlemen:

Bids were received December 9 for the construction of the East Revere Avenue-East Franklin Avenue Section of the The Dalles-California Highway in the city of Bend. When this project is completed, the City has agreed to take back as a city street the section of the old route of the The Dalles-California Highway from Revere Avenue southerly to Greenwood Street. When the section is continued northerly to a junction with the present route north of Swalley Canal, the City has also agreed to take back the remainder of the existing route of the The Dalles-California Highway.

There will be before you at this Commission meeting an agreement with the City of Bend covering the transfer of jurisdiction of these sections of the highway. I would recommend your approval of the agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. G. S. Paxson

GSP:ae

RECEIVED
FORM E-123-X
DEC 13 1960
FOR

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

4 122 [illegible]

5825

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 12, 1960

~~Mr. Walter Thompson~~
~~City Manager~~
~~Bend, Oregon~~

Dear Mr. Thompson:

On December 9, the Highway Commission received a satisfactory bid on the East Revere Avenue-East Franklin Avenue project in Bend. This bid was submitted by Babler Brothers, Inc., and the total anticipated cost as reflected by this bid is as follows:

Construction Items	$170,968.00
Flagging	1,000.00
Testing Drain Wells	350.00
Directional Signing	2,500.00
Total Cost of Construction Items	$174,818.00
12½% Engineering and Contingencies	21,852.25
Total Anticipated Cost	$196,670.25
Agreed City Share, 25%	$ 49,167.56

As the contract cannot be awarded until the City's advance deposit is in our hands, will you please forward a check in the amount of $49,170 made payable to the Oregon State Highway Commission, to this office at your earliest convenience.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Original signed
C. G. Swenson

C. G. Swenson
County and City Relations Engineer

HCA:mm

cc: V. D. Wolfe ✓

RECEIVED
DEC 13 1960
OFFICE OF
STATE [illegible] ENGINEER

NOTED
V. D. WOLFE

RECEIVED
21 1960
FOR FILING
U-123(19)
5825

408 State Highway Building
Salem, Oregon

November 18, 1960

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

Oregon Project U-123(19)

We have today approved the P. S. and E. documents for Oregon Project U-123(19), East Revere Ave.-East Franklin Ave. (Bend) Section of The Dalles-California Highway.

This is to authorize your advertising for bids.

Approval of P. S. and E. and authorization for advertising are given with the understanding that Federal participation in the cost of permanent signing will be in accordance with our letter of November 14, 1960 in connection with Project U-155(7) S.E. 9th St.-S.W. 4th St. in Pendleton.

Porter

EIVED

CITY OF BEND

Post Office Box 431 BEND, OREGON Telephone EV 2-4211

November 10, 1960

U-123 (19)

5823

W. C. Williams, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Gentlemen:

Upon completion of the Revere Avenue-Franklin Avenue Section of East 3rd Street (U.S. 97) improvement, the City of Bend asks the Department to consider extending the Central Oregon Highway (U.S. 20) from the Pilot Butte Inn corner at Wall Street and Greenwood Avenue south on Wall Street to the corner of Franklin Avenue and Wall Street.

The City of Bend, if the above suggestion is accepted, will take over the maintenance of the present Highway 97 from Wall Street and Greenwood Avenue north to Revere Avenue.

It is our understanding that when the Revere Avenue-Franklin Avenue Section of U. S. 97 is completed, the Century Drive Highway (Road No. 372) will be extended along Franklin Avenue easterly from Franklin Avenue and Wall Street to East 3rd Street and Franklin Avenue.

It is our further understanding that Highway 97 designation will not change through Bend as far as the traveling public is concerned until the Swalley Canal-Revere Avenue Section is completed.

If the aforementioned suggestions and assumptions agree with your plans please notify the undersigned to that effect.

Very truly yours,

W. T. Thompson

WTT/ah

cc: Dean Swift, Division Eng., Bend Oregon
✓ Victor Wolfe, State Highway Dept., Salem Oregon

P

408 State Highway Building
Salem, Oregon

November 9, 1960

U-123(19)

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.32 Salem, Oregon

Oregon Program -- Federal-aid Urban Funds

The projects involving participation in Federal-aid Urban funds, as submitted with Mr. Porter's October 27, 1960 letter, were approved by our Regional office effective November 3, 1960.

This program, as approved, contains two Stage 2 projects (Items 108 and 109) involving construction only on 1.5 miles of roadway and bridges at a total estimated cost of $415,000 with Federal-aid urban funds reserved in the amount of $256,000. The unprogramed balance of these funds is $1,557,794 and your reimbursable obligation balance is $22,773,407 according to our records of this date.

The Stage 2 projects included in the above program are listed as follows:

Item No.	Project No.	Location	Proposed Work
108	U-123(19)	3rd Street, Bend	Grading, Paving
109	U-155(7)	SE 9th St.-SW 4th St., Pendleton	Grading, Paving

Porter
Edwards

P

RECEIVED
NOV - 3 1960
FOR FILE

11-123 (19)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 31, 1960

SUBJECT:

-8-23

To: Mr. Forrest Cooper
Deputy State Highway Engineer
BUILDING

E. Revere & E Franklin Ave

To clear the file re your letter concerning the mill on Third Street in Bend which burned, please be advised that this in no way affected our construction.

You will recall I showed you the location of this mill on a photo. Copies of the photo and the location of the mill are attached.

Tom Edwards
Tom Edwards
Construction Engineer

TE:jw

Attach.

RECEIVED
NOV 3 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

116-7-A

E. Revere Ave - E. Franklin Ave
Bend

NOTED
A. D. OLSON

Y
E
B
f

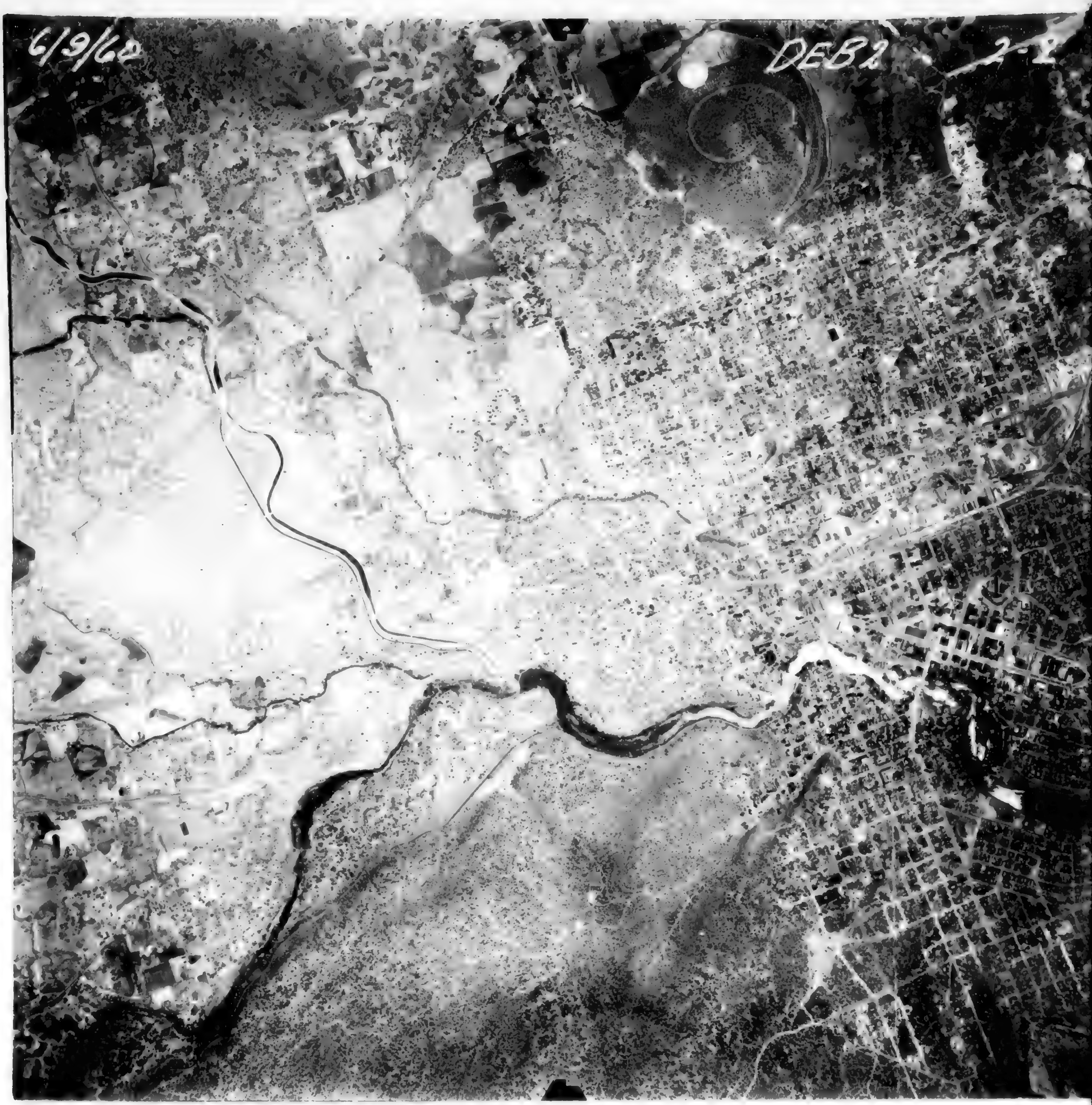
COM BND 176 9-23 451P

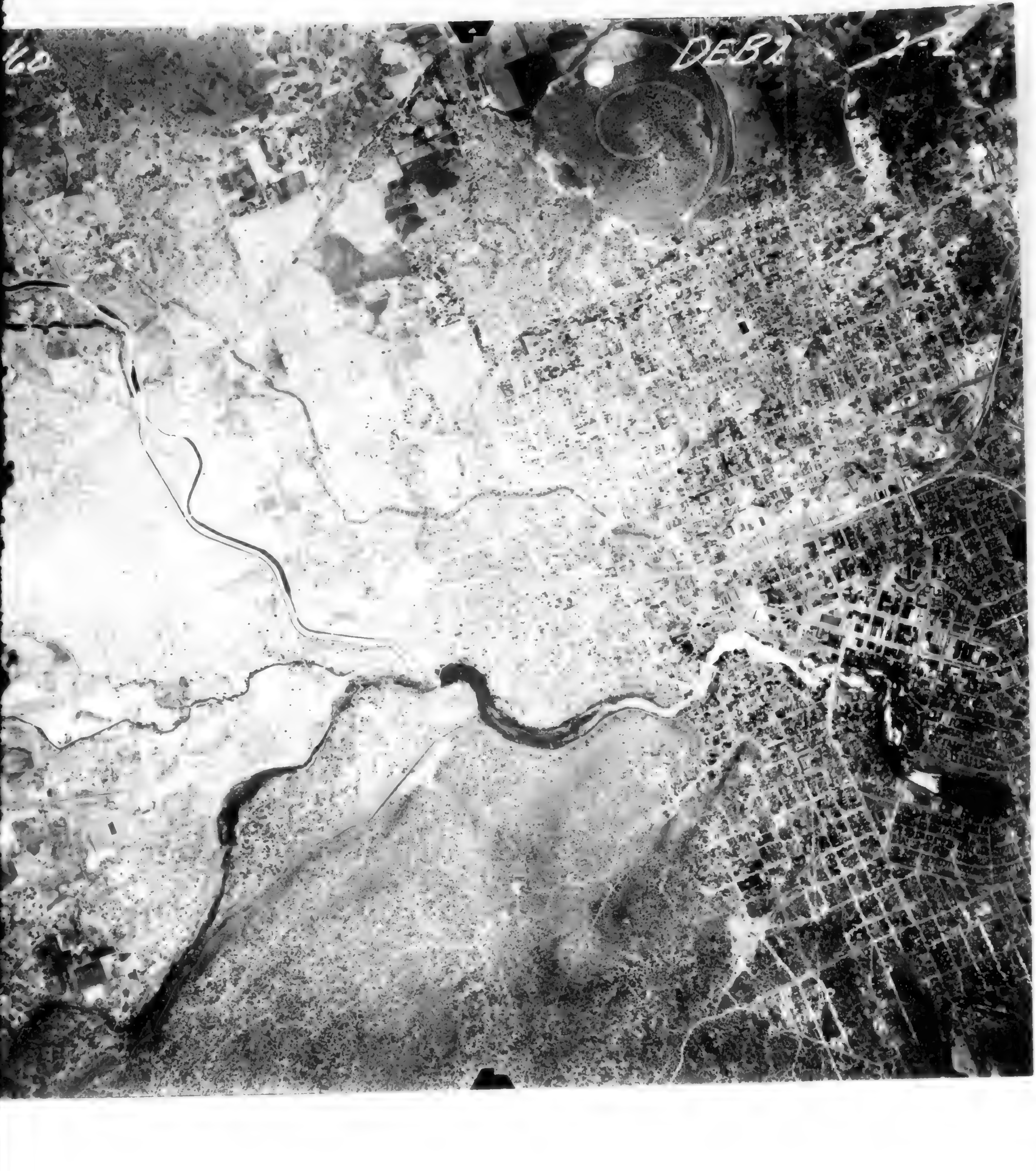
ADRIAN OLSON

SHUMATE LUMBER PRODUCTS, INC., PLANT WHICH BURNED WAS IN THE 2500 BLOCK ON EAST FOURTH STREET, APPROXIMATELY TWO BLOCKS EAST OF HWY 97 AT NORTH CITY LIMITS OF BEND.

G W MARTIN
HLK

This mill would be very near our proposed RR crossing - possibly "on line" if a suggested change is investigated & found desireable. ADOlson 9/26/60


6/9/62
DEB2
2-2


DEB2
2-2

Salem, Oregon
September 23, 1960

Mr. Tom Edwards
Construction Engineer
OFFICE

I noted in the newspaper this morning that a fire had burned a small mill in the northerly environs of Bend.

I am wondering if it were the new concrete block building that appeared to be straddle of our new line northerly of Revere Street. Will you have someone give a look.

Forrest Cooper
Deputy State Highway Engineer

FC:fm

cc Mr. Williams

[illegible]

RECEIVED
NOV -8 1960
FOR FILING
U-123 (14)

FORM CD-121

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

DATE: October 28, 1960

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

5425

FROM : C. G. Polk, Division Engineer
08-35.32 Salem, Oregon

CGPolk

SUBJECT: Revised Urban Area Boundaries - Bend

The revised urban area boundaries of Bend as indicated on the maps transmitted with Mr. Porter's October 25, 1960 letter are approved effective October 28, 1960. One copy of the map dated and stamped "Approved" is returned. The original urban area for the City of Bend was approved June 26, 1946 with subsequent revisions approved April 9, 1951 and November 14, 1957.

The revised map now includes major extensions in the corporate limits of the city in the northwest and southeast quadrants.

Attachment

10/1/61

RECEIVED
NOV 2 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 26 1960

FOR FILING

U-123 (19)

2225

October 25, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

In order that The Dalles-California Highway, FAP Route 4, may provide more direct service through the City of Bend, the Highway Commission requests an addition to the Federal Aid Primary System. The requested addition leaves the present route at 3rd and Franklin Streets and continues north along 3rd Street to a proposed crossing of the railroad near Xerxes Ave. and continues northwesterly to a junction with the present route just north of the city limits.

The new route, if adopted, should relieve traffic congestion in the business area, provide through traffic with an expeditious means of passing through Bend, and provide a better connection between FAP Routes 4 and 21.

The over-all length of the proposed addition is 1.73 miles, of which 1.45 miles are within the city limits.

There was submitted to you on April 6, 1960, a report of an Origin-Destination Survey made in Bend which was to determine the amount of traffic which could be diverted from existing Route 4 to the herein proposed addition. The conclusions in this report indicate something in excess of 3,000 ADT. If additional copies of this report are necessary, they may be had on your request.

Very truly yours,

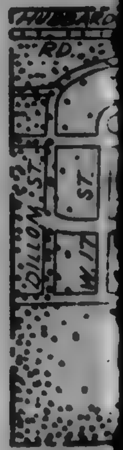
W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

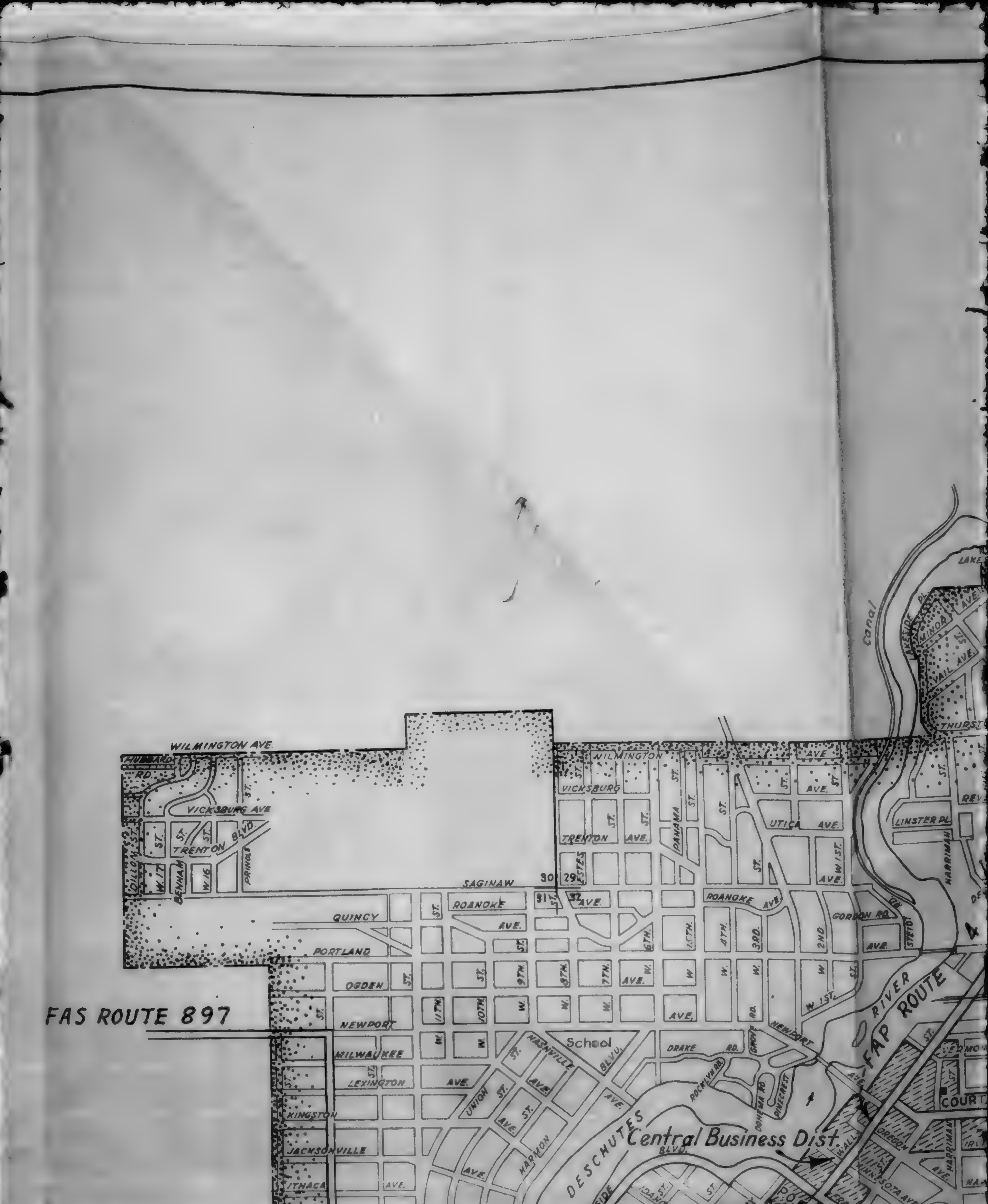
RLP:sw

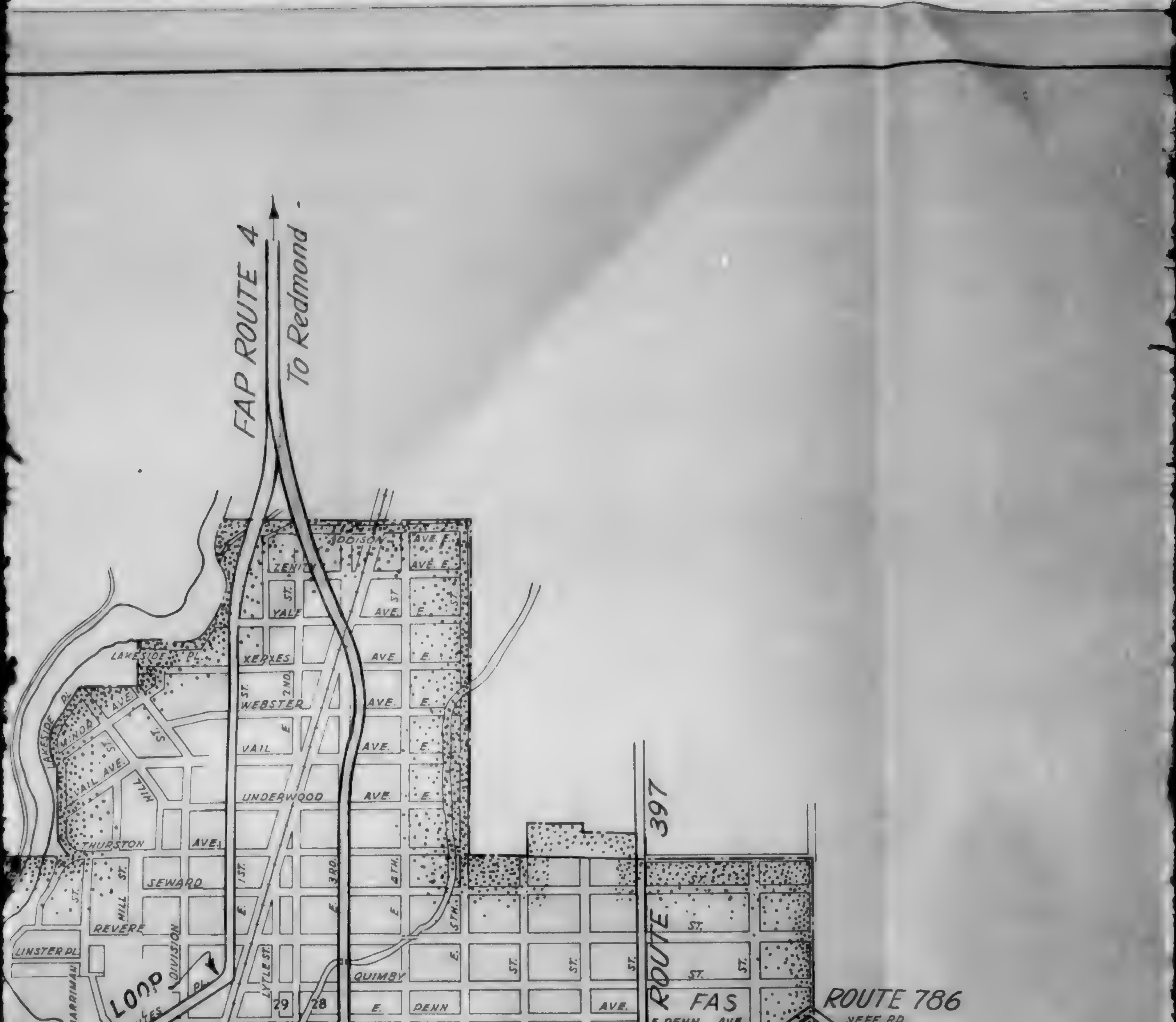
cc: Forrest Cooper


RD.
DILLON ST.
ST.
W. 17

FAS ROUTE

FAS ROUTE


FAS ROUTE 897
FAS ROUTE 579
FAP ROUTE
Central Business Dist.
CITY HALL
P.O.
DESCHUTES
RIVER
Canal
School
School
WILMINGTON AVE.
HUBBARD RD.
VICKSBURG AVE
TRENTON BLVD.
DILLON ST.
BENHAM ST.
W. 17 ST.
W. 16 ST.
PRINGLE ST.
SAGINAW
QUINCY
PORTLAND
OGDEN ST.
NEWPORT
MILWAUKEE
LEXINGTON AVE.
KINGSTON
JACKSONVILLE
ITHACA AVE.
HARTFORD AVE.
GALVESTON AVE.
FRESNO
ELGIN
CENTURY DRIVE HWY.
ROANOKE AVE.
WILMINGTON AVE.
VICKSBURG
TRENTON AVE.
ESTES
PANAMA ST.
UTICA AVE.
ROANOKE AVE.
GORDON RD.
DRAKE RD.
ROCKLYN RD.
DOHEMA RD.
PINECREST
NASHVILLE BLVD.
UNION ST.
HARMON AVE.
RIVERSIDE BLVD.
IDAHO ST.
STATE ST.
CONGRESS ST.
BROADWAY
KANSAS AVE.
LOUISIANA
BOND ST.
FRANKLIN AVE.
MINNESOTA AVE
OREGON
WALL
NIXON AVE.
TUMALO AVE.
ST. HELENS PL
MUELLER AVE.
GEORGIA
LAVA AVE.
LAKESIDE PL.
MINOR AVE
VAIL AVE.
THURSTON
LINSTER PL
HARRIMAN
STEIDL
COURT
VERMONT
30
29
31
32
W. 11TH
W. 10TH
W. 9TH
W. 8TH
W. 7TH
W. 6TH
W. 15TH
W. 4TH
W. 3RD
W. 2ND
W. 1ST.
FEDERAL
COLUMBIA
13TH AVE.



FAP ROUTE 4
To Redmond
ADDISON AVE. E.
ZENITH AVE. E.
YALE AVE. E.
XERXES AVE. E.
WEBSTER AVE. E.
VAIL AVE. E.
UNDERWOOD AVE. E.
THURSTON AVE.
SEWARD
REVERE
LINSTER PL.
LAKESIDE PL.
MINOR AVE.
VAIL AVE.
HILL ST.
HARRIMAN
DIVISION
LOOP
DESCHUTES PL.
E. 1ST.
E. 2ND.
E. 3RD.
E. 4TH.
E. 5TH.
LYTLE ST.
29
28
32
33
QUIMBY
E. PENN AVE.
OLNEY AVE.
OLNEY AVE. E.
NORTON AVE.
E. NORTON
E. MARSHALL ST.
LAFAYETTE ST.
KEARNEY ST.
GREENWOOD FAP ROUTE 21
FAS ROUTE 397
FAS ROUTE 786
E. PENN AVE.
NEFF RD.
BUTTE DR.
BLVD.
ST.
ROUTE 4
ROUTE
VERMONT PL.
COURT HOUSE
IRVING
HARRIMAN AVE.
HAWTHORNE
GREELEY
AVE.
DIVISION
O.T. Ry.
FAP ROUTE 4
CENTRAL OREGON HWY.
City Park & Swimming Pool
School
WOODLAND
E. 10TH.
E. 11TH.
E. 12TH.
E. 5TH.
E. 6TH.
E. 7TH.
E. 8TH.
FRANKLIN
PARK PL.
EMERSON
FAS ROUTE 791
LARCH DR.
EMERSON
To Burns

OREGON STATE HIGHWAY DEPARTMENT

Map of

BEND URBAN AREA

AND

FEDERAL AID URBAN EXTEN

DESCHUTES COUNTY

Scale: 1" = 1000'   October, 1960

OREGON STATE HIGHWAY DEPARTMENT
Map of

BEND URBAN AREA

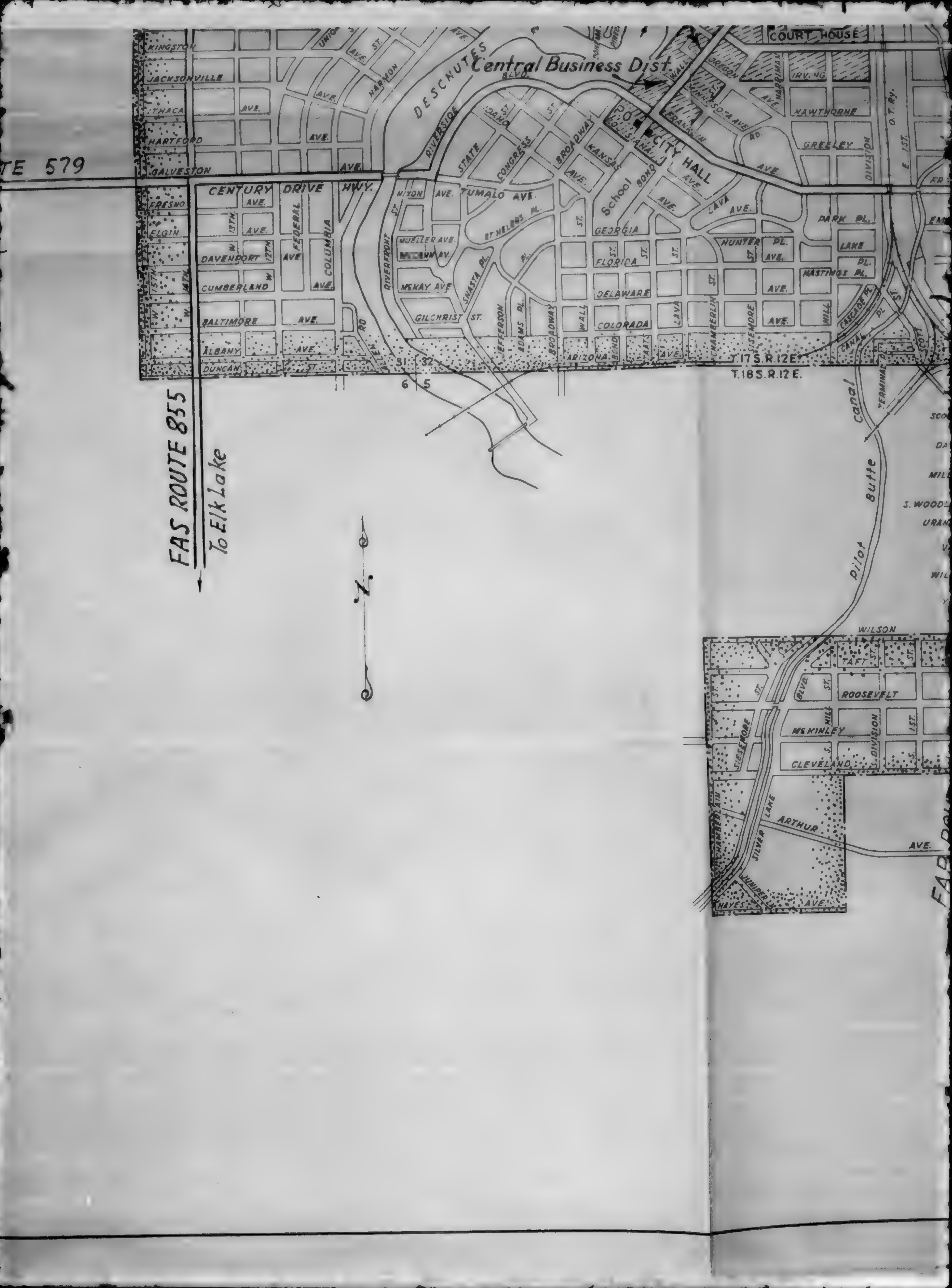
AND

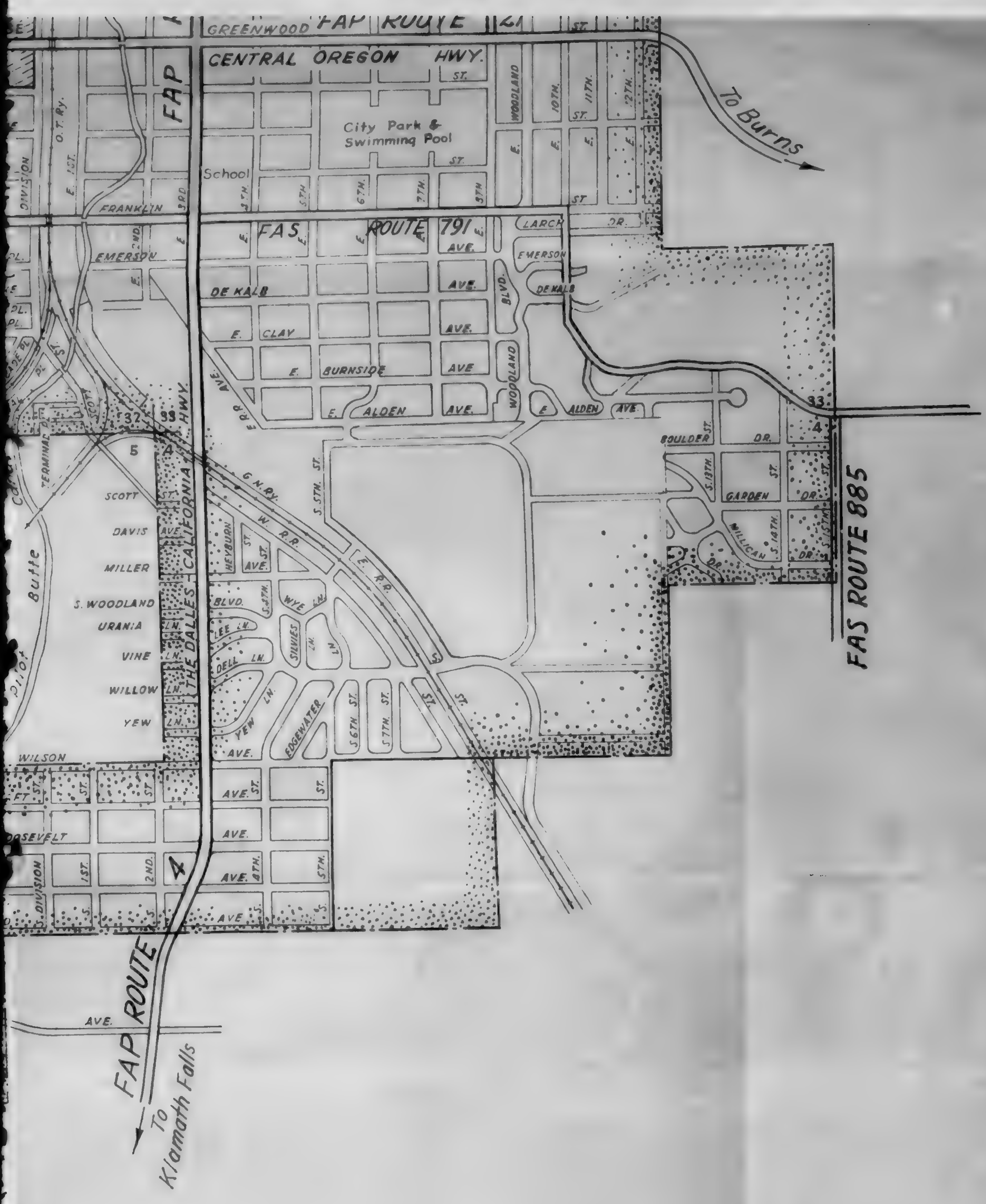
RAL AID URBAN EXTENSIONS

DESCHUTES COUNTY

Scale: 1" = 1000'
October, 1960

FAS ROUTE 579


Central Business Dist.
COURT HOUSE
CITY HALL
PO
School
DESCHUTES
RIVERSIDE BLVD.
KINGSTON
JACKSONVILLE
ITHACA AVE.
HARTFORD AVE.
GALVESTON AVE.
TE 579
CENTURY DRIVE HWY.
FRESNO AVE.
ELGIN AVE.
DAVENPORT AVE.
CUMBERLAND AVE.
BALTIMORE AVE.
ALBANY AVE.
DUNCAN ST.
W. 14TH
W. 15TH
W. 13TH
W. 12TH
FEDERAL
COLUMBIA
HARMON
NIXON AVE.
TUMALO AVE.
MUELLER AVE.
McKAY AVE
GILCHRIST ST.
RIVERFRONT ST.
SHASTA PL.
ST HELENS PL.
JEFFERSON
ADAMS PL.
BROADWAY
WALL
BOND
LAVA
STATE
CONGRESS
IDAHO
KANSAS
LOUISIANA
OREGON
MINNESOTA AVE
FRANKLIN
HARRIMAN
IRVING
HAWTHORNE
GREELEY
DIVISION
E. 1ST.
O.T. Ry.
GEORGIA
FLORIDA
DELAWARE
COLORADA
ARIZONA
CHAMBERLIN ST.
SISEMORE
HUNTER PL.
PARK PL.
LANE
HASTINGS PL.
HILL
CASCADE PL.
CANAL
TERMINAL PL.
SCOTT
T.17S.R.12E.
T.18S.R.12E.
31 32
6 5
FAS ROUTE 855
To Elk Lake
Pilot Butte canal
WILSON
TAFT ST.
ROOSEVELT
McKINLEY
CLEVELAND
ARTHUR AVE.
HAYES AVE.
JUNIPER LN.
SILVER LAKE
BLVD.
DIVISION
S. HILL
S. 1ST.
FAS ROU
N
EM
FR
SCO
DA
MIL
S. WOOD
URAN
WIL


GREENWOOD
FAP ROUTE
CENTRAL OREGON HWY.
FAP
To Burns
City Park & Swimming Pool
School
O.T. Ry.
DIVISION
E. 1ST.
FRANKLIN
3RD.
2ND.
WOODLAND
10TH.
11TH.
12TH.
ST.
E. 5TH.
E. 6TH.
E. 7TH.
E. 8TH.
FAS ROUTE 791
LARCH
DR.
AVE.
EMERSON
DE KALB
BLVD.
E. CLAY
E. BURNSIDE
E. ALDEN
WOODLAND
F.R.R. AVE.
S. 5TH. ST.
BOULDER ST.
DR.
S. 13TH.
GARDEN
MILLICAN
S. 14TH.
S. 15TH.
33
4
FAS ROUTE 885
32
33
5
4
TERMINAL PL.
SCOTT
DAVIS
MILLER
S. WOODLAND
URANIA
VINE
WILLOW
YEW
WILSON
Pilot Butte Canal
THE DALLES CALIFORNIA HWY.
G. N. RY.
W. R.R.
E. R.R.
HEYBURN
BLVD.
WYE LN.
LEE LN.
SILVIES LN.
DELL LN.
YEW LN.
EDGEWATER
S. 6TH. ST.
S. 7TH. ST.
AVE.
ROOSEVELT
DIVISION
1ST.
2ND.
4TH.
5TH.
4
FAP ROUTE
To Klamath Falls

LEGEND

URBAN AREA

Incorporated Portion	░
Outside of Incorporated Portion	▨

All border streets are included in the Urban Area except as otherwise noted

Population - 12,450

FEDERAL AID URBAN EXTENSIONS

MILEAGE TABLE

Route Number	Mileage Within Urban Area
FAP 4	2.53
FAP 4 LOOP	2.15
FAP 21	1.19
FAS 579	0.10
FAS 791	0.95
FAS 397	0.65
FAS 786	0.25
FAS 855	1.26
FAS 885	0.24
FAS 897	0.50

	Within Corporate Limits	Within Urban Limits
All Streets-Total Mileage	66.0	66.0

LEGEND

URBAN AREA

Incorporated Portion	▒
Outside of Incorporated Portion	▨

All border streets are included in the Urban Area except as otherwise noted

Population - 12,450

FEDERAL AID URBAN EXTENSIONS

MILEAGE TABLE

Route Number	Mileage Within Urban Area
FAP 4	2.53
FAP 4 LOOP	2.15
FAP 21	1.19
FAS 579	0.10
FAS 791	0.95
FAS 397	0.65
FAS 786	0.25
FAS 855	1.26
FAS 885	0.24
FAS 897	0.50

	Within Corporate Limits	Within Urban Limits
Total Mileage	66.0	66.0

RECEIVED

FORM E-50 50M 2-60 26118

FOR FILING

U-123 (19)

5825

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 11, 1960

SUBJECT: Cooperative Construction Agreement
Revere Avenue-Franklin Avenue Section
The Dalles-California Highway
City of Bend.

To: Mr. G. S. Paxson
Assistant State Highway Engineer
OFFICE

Attached hereto are six copies of the above agreement in response to your request of September 26, 1960. It is understood County and City Relations will furnish the needed map exhibits.

Additional copies of the agreement are available.

Ted E. Barbera
TED E. BARBERA
Staff Attorney

TEB:bjk
Attachments (6)

RECEIVED
OCT 14 1960
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
JAN 3 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
OCT 12 1960
OFFICE OF
STATE HIGHWAY ENGINEER

Noted
L. I. Lindas

RECEIVED
OCT 25 1960
FOR FILING
U-123 (19)
5825

Agenda file
4r-1

October 11, 1960

Hon. William E. Miller, Mayor
City of Bend
Bend, Oregon

Dear Sir:

The State Highway Commission at its meeting on September 29, 1960, adopted a survey concerning improvement of the Swalley Canal-East Franklin Avenue Section of The Dalles-California Highway. For your information we have attached a sketch map showing the route of the new section and a copy of the Commission's resolution adopting the Survey Resolution No. 224.

You will recall that a public hearing on this project was held in Bend on September 8, 1960, and a transcript of the hearing was sent to you. The Commission took action only after careful study of the transcript and consideration of the Highway Engineer's recommendation.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.
mb

cc Helen M. Dacey
V. D Wolfe

FORM E-30 25M 9-51 92316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 29, 1960

SUBJECT: SURVEY RESOLUTIONS

To: Floyd Query
Secretary

Dated **September 29, 1960**

In accordance with your request, indicated below is the type of access to be allowed on each of the surveys adopted by the Commission at its last meeting:

Name of Section	Type of Access To Be Allowed
Swalley Canal-East Franklin Avenue Section of The Dalles-California Highway, Deschutes County.	✓ Limited Access Control

4 r. (1)

NOTED
C. W. HEAD

W T Wright

W. T. Wright, Right of Way Engineer

FORM F 123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

AGENDA
SEP 29 1960

4a-1

September 23, 1960

Throughway
Limited Access Control
(See attached [illegible] from Wright)

Oregon State Highway Commission

Gentlemen:

Our survey has been completed on the Swalley Canal-E. Franklin Avenue Section of The Dalles-California Highway. A public hearing was held on this route September 8, in Bend. You have been furnished a transcript of this hearing. All speakers at the hearing spoke in favor of the project.

Construction from Revere Street to Franklin Avenue, 0.82 mile in length, is contemplated at this time. You have approved this project, and Urban Funds are included in Program 7 for this work. The cost of the project was estimated at $221,460, of which the City of Bend is to contribute 25 per cent. The length of the entire project is 1.68 miles.

I recommend your approval of this survey and authorization to purchase the necessary right of way. I am attaching a map for your information.

This matter will be on the agenda for the meeting on September 29-30.

Very truly yours,

W. C. Williams
State Highway Engineer

Enclosure

Resolution filed in Surveys File No. #224.

NOTED
FLOYD QUERY

E. F

FORM E-30 5OM 2-60 28118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 21, 1960

SUBJECT: Swalley~~s~~ Canal-East Franklin Avenue
The Dalles-California Highway

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
BUILDING

Attached are 13 copies of the above named survey approval map along with a suggested letter to the commission.

Tom Edwards
Construction Engineer

By

D. J. Barbee

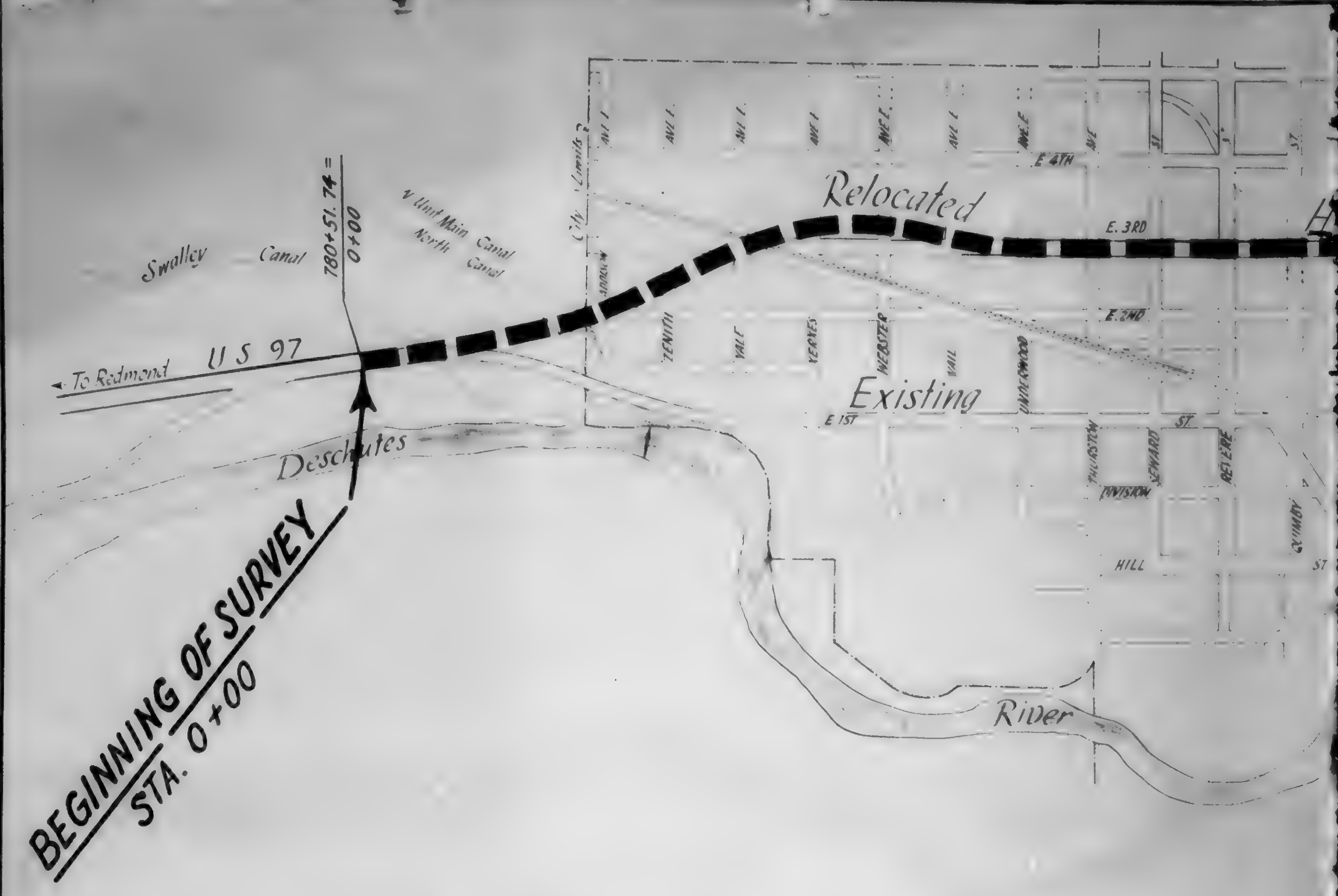
D. J. Barbee
Asst. Construction Engineer

NOTED
FORREST COOPER

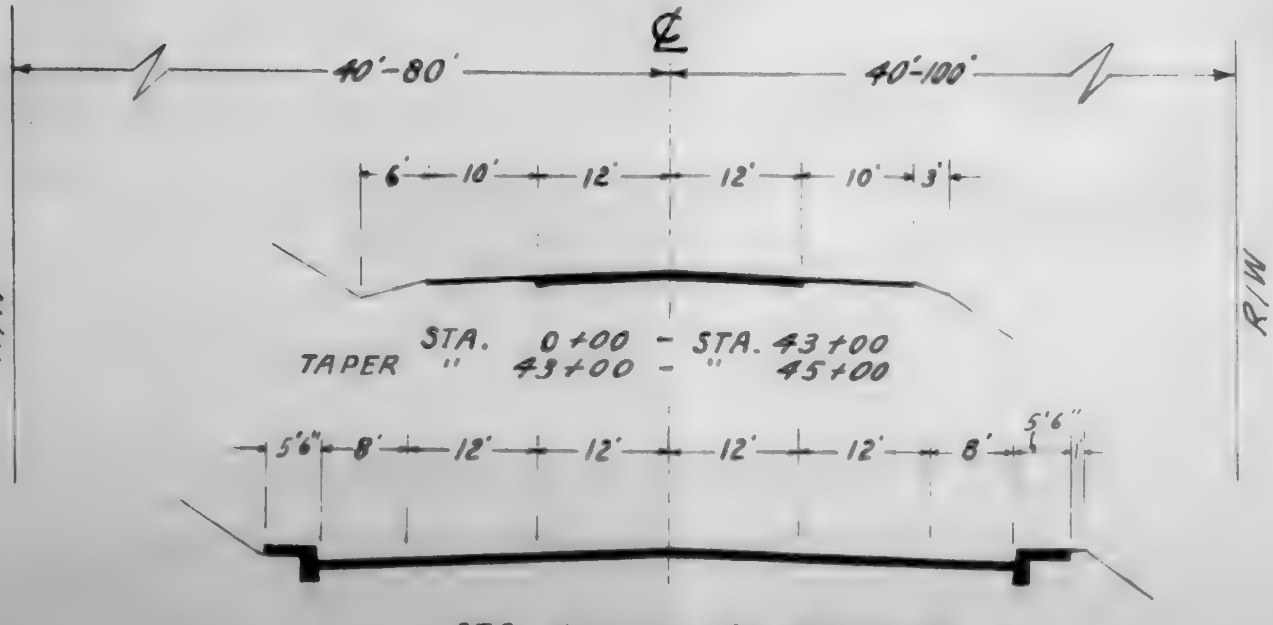
DJB:jk

Attachment

RECEIVED
SEP 22 1960
OFFICE OF
STATE HIGHWAY ENGINEER


Swalley Canal
780+51.74 = 0+00
Unit Main Canal North Canal
City Limits
To Redmond
U S 97
Relocated
Existing
Deschutes River
AVE I
AVE E
E 4TH
E. 3RD
E. 2ND
E 1ST
ZENITH
YALE
YERKES
WEBSTER
VAIL
UNDERWOOD
THURSTON
SEWARD
REVERE
DIVISION
ST.
HILL
QUIMBY
ST
BEGINNING OF SURVEY
STA. 0+00

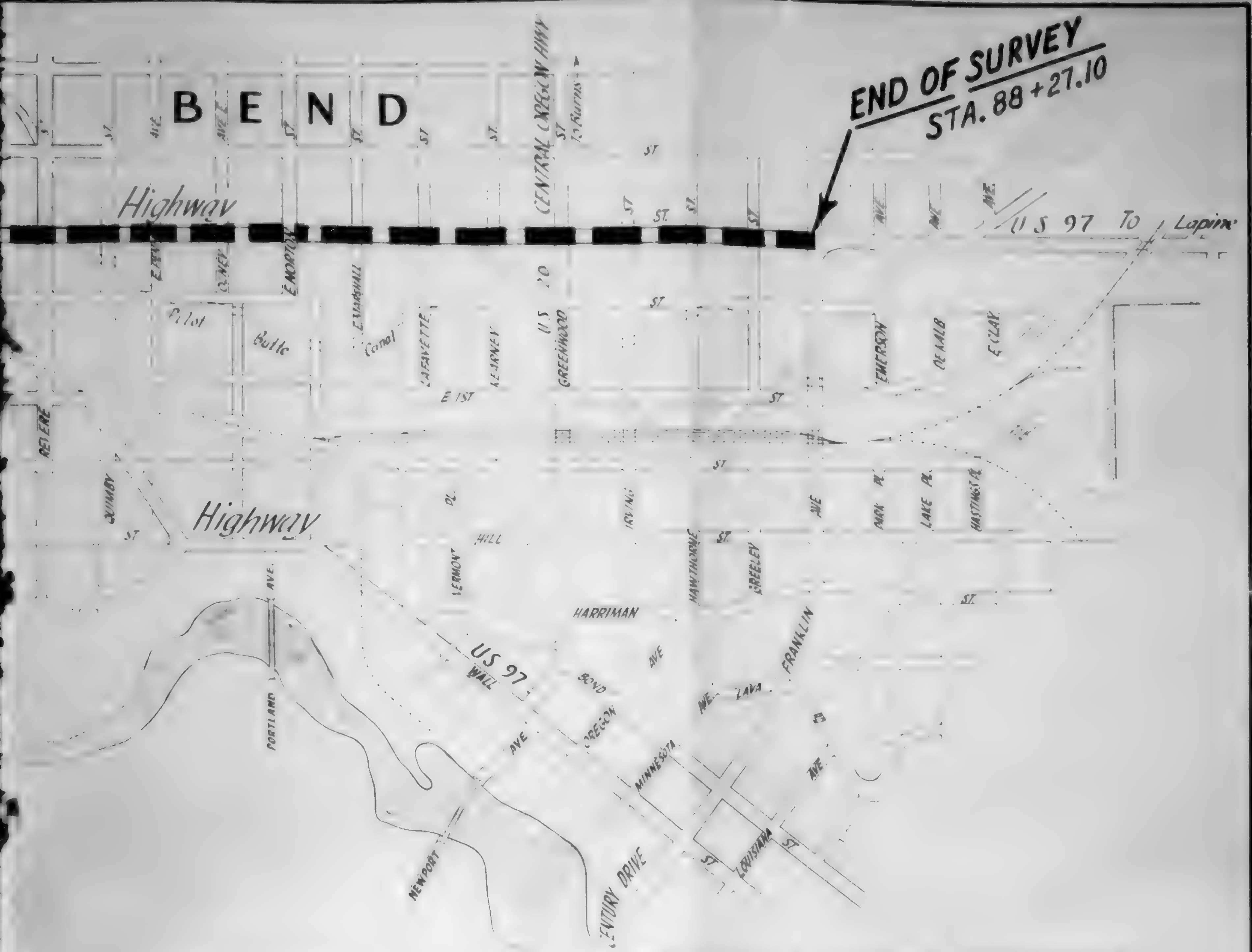
TYPICAL SECTIONS


℄
40'-80'
40'-100'
R/W
R/W
6'
10'
12'
12'
10'
3'
5'6"
8'
12'
12'
12'
12'
8'
5'6"

STA. 0+00 - STA. 43+00
TAPER " 43+00 - " 45+00

STA. 45+00 - STA. 88+27.10

1.68 Mi.


BEND
END OF SURVEY
STA. 88+27.10
Highway
US 97 To Lapine
CENTRAL OREGON HWY
US 20
Pilot Butte Canal
LAFAYETTE
KEARNEY
GREENWOOD
E 1ST
EMERSON
DEKALB
E CLAY
PARK PL.
LAKE PL.
HASTINGS PL.
REVERE
QUIMBY
Highway
VERMONT
HILL
IRVING
HAWTHORNE
GREELEY
HARRIMAN
FRANKLIN
US 97
WALL
BOND
OREGON
LAVA
MINNESOTA
LOUISIANA
PORTLAND AVE.
NEWPORT
CENTURY DRIVE

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

September 26, 1960

DATE:

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

SWALLEY CANAL-E. FRANKLIN AVE. SECTION

THE DALLES-CALIF. HIGHWAY

DESCHUTES COUNTY

Scale: 1" = 800' Sept., 1960

DRG. NO. IR-5-1425

For details see Drg. No. 8B-19-11 Sept., 1960

RECEIVED
SEP [illegible] 1960
FOR FILING
U-123 (19)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 26, 1960

SUBJECT: Cooperative Construction Agreement
Revere Avenue-Franklin Avenue Section
The Dalles-California Highway
City of Bend

To: Mr. G. S. Paxson
OFFICE

Attached for transmittal to the Legal Division is a draft of the subject agreement.

C. G. Swenson
C. G. Swenson
County & City Relations Engineer

JDG:mm
Att.

APPROVED
D. J. Barber
Asst. Const. Engr.

NOTED
G. S. PAXSON

RECEIVED
SEP [illegible] 1960

FOR FILING
U-123 (17)

582[illegible]

Salem, Oregon
September 26, 1960

[illegible] Lindas
Chief Counsel

Ben[illegible]

Cooperative Construction Agreement
Revere Avenue-Franklin Avenue Section
The Dalles-California Highway
City of Bend

Attached is a draft of an agreement covering the subject project. Will you please prepare six copies of the agreement in addition to any required by your division.

G. S. Paxson
Assistant State Highway Engineer

JDG:mm

Att.

cc: C. G. Swenson

AGREEMENT DRAFT - 9/19/60

THIS AGREEMENT, made and entered into this ____ day of ____, 1960, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "State," and the CITY OF BEND, a municipal corporation, by and through its city officials, hereinafter called "City";

WITNESSETH:

RECITALS:

1. For the purpose of furthering the development of a highway system adapted in all particulars to the needs of the people of the State of Oregon, the State proposes to relocate and construct the Revere Avenue-Franklin Avenue Section of the The Dalles-California Highway, State Primary Highway No. 4, located within the city limits of Bend. Hereinafter all acts necessary to effectively accomplish this end shall be referred to as "project."

2. Pursuant to ORS 366.770, ORS 366.775, and ORS 373.030, State and City may enter into agreements for the construction, reconstruction, improvement, or repair of any street, highway, or road, upon terms and conditions mutually agreed to by the contracting parties, and may provide for an allocation of the cost of the project to the contracting parties; and State may, with the consent of City, change the grade of any street or road over which state highway traffic is routed.

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY STATE:

1. State shall prepare all plans, obtain all necessary right of way by purchase or otherwise, let and award all contracts, and supervise the construction of said project. Attached hereto, marked Exhibit "A" and by this reference made a part hereof, is a map showing [illegible] setting forth the location and plans of said project.

2. State, upon receipt of an itemized statement in triplicate, shall reimburse City 75% of the actual cost incurred by City in relocating or causing to be relocated, including any extension thereof, existing CITY OWNED utility conduits, lines, poles, mains, pipes, and other CITY OWNED facilities which it will be necessary to relocate or extend because of said project, whether said CITY OWNED utility facilities are located on PUBLIC or PRIVATE PROPERTY.

3. State shall, in the first instance, pay the cost of said project. The final total actual cost of said project, which cost shall include all construction work and engineering, and right of way and construction easements, shall be shared on a basis of 75% being paid by State and 25% being paid by City. The provisions of this paragraph shall have no application in the relocation of CITY OWNED and PRIVATELY OWNED utilities, said utility relocation being specifically covered in paragraph 2 of THINGS TO BE DONE BY STATE and paragraphs 2 and 3 of THINGS TO BE DONE BY CITY.

4. Upon completion of said project, State shall submit to City an itemized statement of said final total actual cost. State agrees to refund to City all that portion of the deposit to be paid by City to State under paragraph 5 of THINGS TO BE DONE BY CITY, which is in excess of 25% of said final actual total cost.

THINGS TO BE DONE BY CITY:

1. City, by execution of this agreement, approves the plans attached hereto, marked Exhibit "A," including all the provisions as set forth under THINGS TO BE DONE BY STATE.

2. City, in the first instance, upon request by State, shall relocate or cause to be relocated and extended if necessary, existing CITY OWNED utility conduits, lines, poles, mains, pipes, and all other CITY OWNED facilities of every kind and nature required to be relocated or extended to conform to the plans of said project. City will be reimbursed by State as set forth in paragraph 2 under THINGS TO BE DONE BY STATE.

3. City shall, upon request of State, and without cost to State, relocate or cause to be relocated, all PRIVATELY OWNED utility conduits, lines, poles, mains, pipes, and other PRIVATELY OWNED facilities of every kind and nature which are located within any PUBLIC STREET or WAY which are required to be relocated to conform to the plans of said project. To this end City shall exercise all its municipal powers, including its legislative power, to require the relocation of such utility facilities.

4. City, by execution of this agreement, hereby consents, pursuant to and as required by ORS 373.030(2), to any and all changes of grade, if any there be, in connection with or arising out of the construction of the proposed project. City shall save and hold harmless the State of Oregon, the State Highway Commission, the members thereof, its officers, employees, agents, and contractors from any and all claims, causes of action, damages, or costs arising out

of any change of grade which may be occasioned by the carrying out of this project, and from any claims, causes of action, damages, or costs predicated upon ORS 373.040. All of the obligations of City under this paragraph are limited to territory within the city limits.

5. City shall, before the awarding of any contracts by State relating to said project, deposit with State a sum of money equal to 25% of the following:

a. Total cost of all right of way and construction easements purchased prior to award of contracts plus estimated total cost of the remaining right of way necessary.

b. Estimated total cost of project construction work, but not including relocation of CITY OWNED and PRIVATELY OWNED utilities as covered in paragraph 2 under THINGS TO BE DONE BY STATE and paragraphs 2 and 3 under THINGS TO BE DONE BY CITY.

c. Additional anticipated items.

d. Construction engineering for project construction work.

Upon receipt from State of an itemized statement of the final total actual cost of said project, City agrees to pay to State a sum equal to 25% of said final total actual cost. If the aforesaid deposit is not equal to 25% of the final total actual cost of said project, then City shall pay State such amount of money as, when added to the sum of said deposit, will equal 25% of the final actual cost of said project.

6. It is expressly understood and agreed that the City shall have full jurisdiction and control of those portions of the right of way, including sidewalks, which are located outside of the curb line

of the street affected by this agreement. City shall repair and maintain all sidewalks that are located outside of the curb line; furthermore, upon completion of said project by State, should the construction of additional sidewalks or reconstruction of existing sidewalks become necessary, the construction and future maintenance of said sidewalks shall be the obligation of City.

7. City shall adopt an ordinance or resolution, as the case may be, authorizing the Mayor and Recorder to enter into this agreement, and the same shall be made a part hereof and attached hereto.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their seals as of the day and year first above written.

ATTEST:

Secretary

APPROVED:

Asst. State Hwy. Engineer

APPROVED AS TO FORM:

Chief Counsel

ATTEST:

STATE OF OREGON, by and through
its State Highway Commission

By
Chairman

By
Commissioner

By
Commissioner

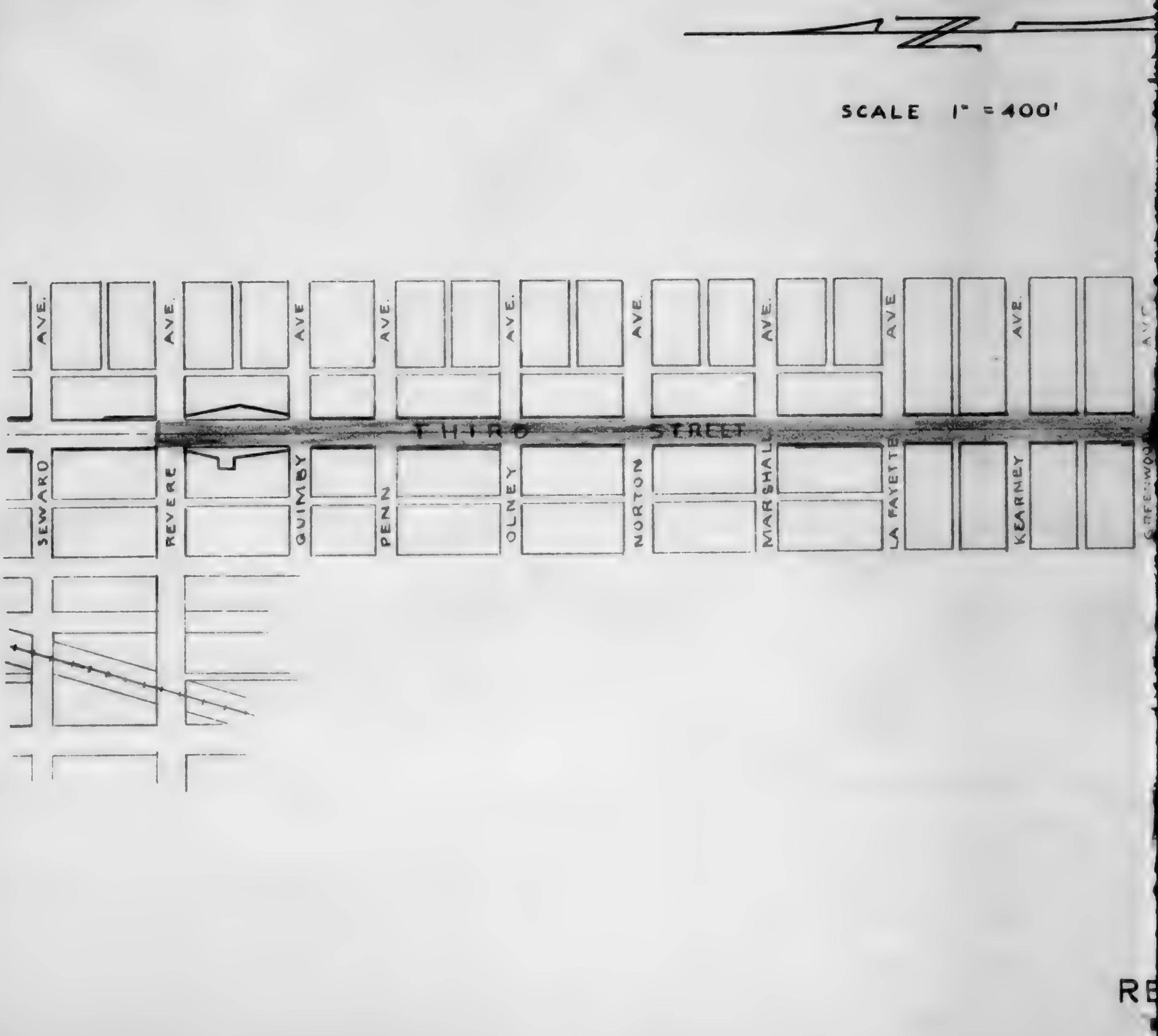
CITY [redacted] OF BEND, by and thru
its City Officials

By
Mayor

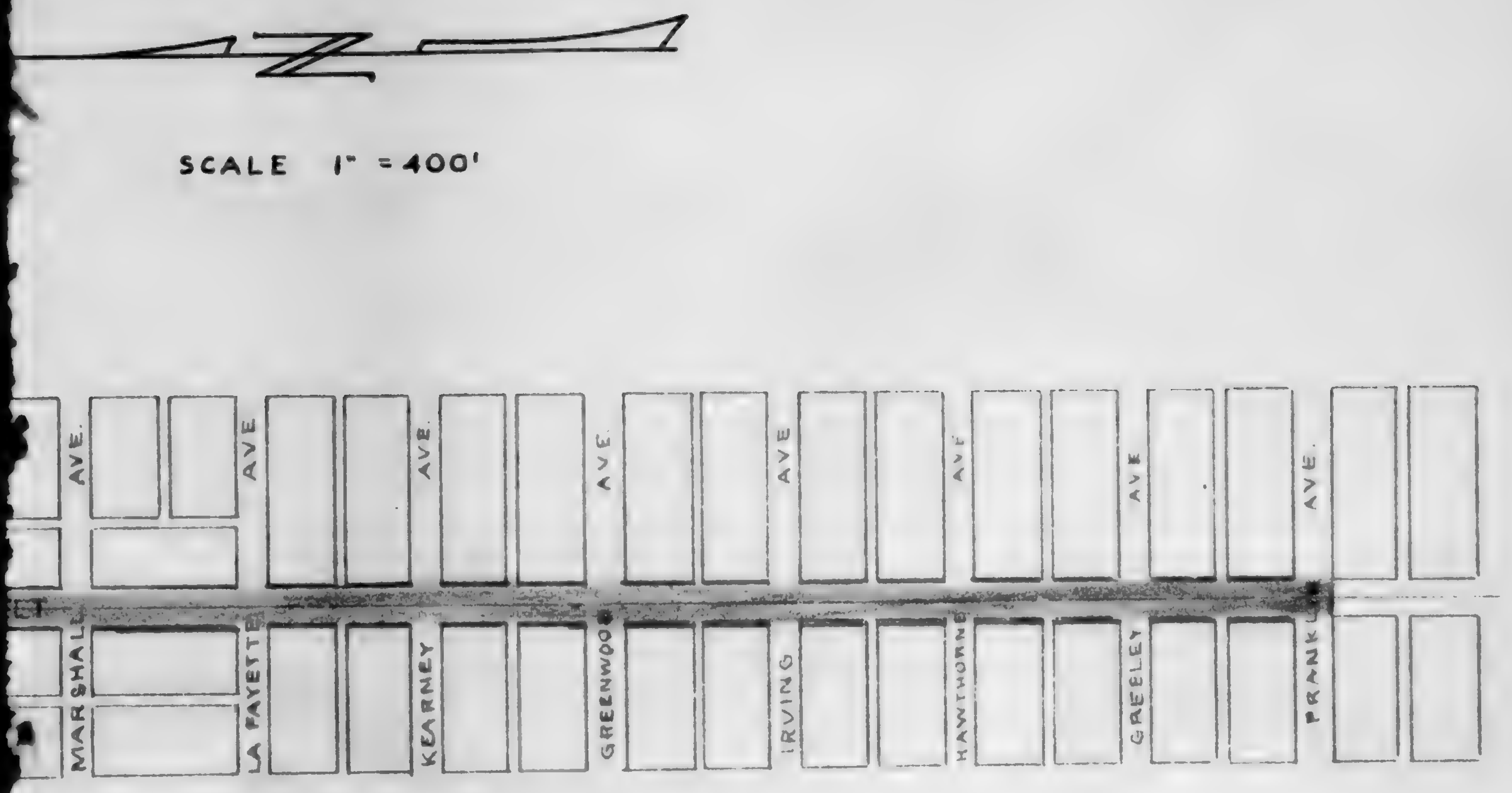
By
Recorder

JDG:mm
9/19/60

DRAFT


N
SCALE 1" = 400'
THIRD STREET
SEWARD AVE.
REVERE AVE.
QUIMBY AVE.
PENN AVE.
OLNEY AVE.
NORTON AVE.
MARSHALL AVE.
LA FAYETTE AVE.
KEARNEY AVE.
GREENWOO

RE


SCALE 1" = 400'
ET
MARSHAL
AVE.
LA FAYETTE
AVE
KEARNEY
AVE.
GREENWOO
AVE.
IRVING
AVE
HAWTHORNE
AVE
GREELEY
AVE
FRANK
AVE.

OREGON STATE HIGHWAY DEPARTMENT

REVERE AVENUE-FRANKLIN AVENUE

THE DALLES-CALIFORNIA HIGHWAY

DESCHUTES COUNTY

SEPT., 1960

RECEIVED
SEP 30 1960
FOR FILING
U-123 (19)
5725

September 1[illegible], 1960

Mr. Frank H. Loggan
KBND
Post Office Box 1071
Bend, Oregon

Dear Mr. Loggan:

I have your letter of September 15 in which you refer to the rerouting of Highway 97 through Bend.

Under the terms of our contract with the City, the highway routes will remain the same in Bend until completion of the Swalley Canal-Franklin Avenue Section; therefore, even though Third Street is improved from Revere to Franklin, there should be no material change in traffic until the entire project is completed.

This unit of work was not included in any annual highway program and had to be financed by savings from other projects and was squeezed into the program at the request of the City of Bend, who, as you know, is picking up part of the tab. It was our feeling that it was wise to proceed with what funds were available and get the south unit in shape at this time. The northerly unit will cost in excess of one-half million dollars and there just is not that kind of money lying around loose.

When the Highway Commission signed an agreement with the City of Bend, it was implied that it was the intent of the Commission to complete the entire job when funds were available, and I am sure that the Commission will give careful consideration to this when it is allocating funds for highway work.

I am conversant with the railroad crossing on Revere Street and know of its potential dangers and assure you that I will do what I can to see that the matter is corrected when funds can be allocated.

Very truly yours,

W. C. Williams
State Highway Engineer

cc: City of Bend
Commissioner Fridley
Mr. Forrest Cooper
Mr. Tom Edwards
Mr. Dean Swift

FC:fn ms

5000 WATTS

1110 KC

KBND

AMERICAN BROADCASTING COMPANY

P. O. BOX 1071 ● 5000 STUDIO ROAD ● PHONE EVergreen 2-4821

CLEAR CHANNEL . . . COVERING THE VAST CENTRAL OREGON MARKET

BEND, OREGON

OUR TWENTY-SECOND YEAR
September 15, 1960

W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

South [illegible]
Northline [illegible]

Dear "Dutch":

I attended the hearings held here on the relocation of HWY 97. Both the Department and the Commission did an excellent job and all seemingly went away satisfied, which in itself is a real accomplishment. I was glad that Commissioner Fridley could be here.

I am concerned over the proposed routing of Hwy. 97 over Revere to First as a temporary measure. I travel this several times a day in getting to and from the Station , as do other staff members. I would like to relate two experiences to you. On Tuesday, at 2:00 PM, I started for town. A freight was moving north on the tracks and travel was held for 13 minutes. On each side, there was a line of cars and trucks -- many honking horns and quite impatient. Yesterday at 9:00 AM, I had the same experience -- I waited 10 minutes and when clearance was given, cars driving East were followed by two trucks with semis that extended clear out on the highway on north First. Even at this time in the morning, traffic was tied up and it was another five minutes before I could turn south on 97.

In addition, I feel that the intersection on First and Revere is not safe -- especially with increased travel that will result. With the ridge on the north, plus a building that cuts off the view, I am fearful that this location may be the scene of a bad accident.

I do hope that it might be possible to immediately schedule the completion of 97 from Revere to the north city limits. It would be a safe route that must be built at any case at an early date.

I hope that a review of the situation and finances may make this possible.

With best personal regards, I am

Sincerely,

Frank

Frank H. Loggan

FHL/bw
cc: Kenneth Fridley
City of Bend
Dean Swift

116-1-A 1

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50M 7-59 22124
FOR FILING

U-123(19)

5125

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 16, 1960

SUBJECT: Bend Survey

To: Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

Transcript of the Bend hearing has been mailed and I recommend that this survey be presented to the Highway Commission for its adoption.

Vic
Victor D. Wolfe
Administrative Assistant

To Cooper 9-21-60 B.

VDW:ms

REFERRED TO
Edwards:
BY DEPUTY STATE HIGHWAY ENGINEER

I concur

Baske

CONSTRUCTION DIVISION
RECEIVED
SEP 19 1960
NOTED-- ☒ CE | W ACE | B ACE | ☐ | ☐ COE

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF KENNETH N. FRIDLEY
P. O. BOX 33
WASCO, OREGON

RECEIVED
SEP [illegible] 1960

11-1723

September 12, 1960

Honorable William Miller, Mayor
City Hall
Bend, Oregon

Dear Sir:

On behalf of the Oregon Highway Commission and the Oregon Highway Department I wish to take this opportunity to express our appreciation for the excellent manner in which the new highway 97 route proposal through the city of Bend was presented to the citizens of your community.

You, Mr. Walter Thompson your city manager, and the members of the city council and planning commission are to be congratulated for accepting the responsibilities of public office by holding many public meetings to give your constituents opportunity to be heard and to receive complete explanation of the State Highway Department proposal.

Your faith in and reliance on the true democratic processes in the handling of meetings preliminary to the formal Commission hearing has strengthened the confidence of the citizens of your community in their governing body. This has reflected to the credit of the State Highway Commission and assured public acceptance of the proposed project as evidenced by the testimony at the public hearing on September 8th. For this we are very grateful.

It has been a pleasure to be associated with you in expediting this project. We pledge continued close cooperation with the city of Bend to the end that the new highway 97 route and other improvements in your city and area may be realized at the earliest date to the benefit of your community and the State of Oregon.

Sincerely yours,

Kenneth Fridley
Commissioner

c.c. Governor Hatfield
Milo McIver
Glenn L. Jackson
W. C. Williams
Walter Thompson
Frank Loggan

NOTED
V D WOLFE

RECEIVED
SEP 15 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP - 9 1960
FOR FILING

U-123 (19)

5425

September 7, 1960

Mrs. Irving Walter
1326 East 3rd Street
Bend, Oregon

Dear Mrs. Walter:

In reply to your letter of August 30, I can only advise you, as Mr. Williams has in his replies to the several letters which have been received by both Mr. Williams and myself, relative to the 3rd Street proposal in Bend, that the local financing, in the amount of 25 per cent, is a matter for local and not State Highway Commission determination.

The Highway Commission, of course, does need to approve the routing, and the Commission will take action on this routing sometime subsequent to the public hearing which will be held on this matter in the city of Bend on September 8.

There are no plans in the foreseeable future for a bypass of Bend with Highway 97.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:er

cc Mr. W. C. Williams
Mr. Forrest Cooper

Bend, Oregon
Aug. 30, 1960

Victor Wolf
State Highway Division
Salem Oregon

NOTED
V. D. WOLFE

Dear Sir

I am writing in regard to Highway 97 planning to go through Bend on East Third. This is mostly a residential street and we have already paid for the paved street in front of our house and can not understand why we should have to pay again for a highway which we did not petition for, which will run from Mexico to Alaska.

We presented a petition to the City Commission signed by over 70% of the property owners saying that we did not object to the highway going through, but did object to having to pay again on the street at a higher cost due to the heavier Construction. We agreed to pay for the cost of the curbing which we do not have now. The Commission promptly voted it down saying "South 3rd had paid so we should". There is no comparison between South and East 3rd and South Third has always been the highway and is all commercial, while East 3rd is mostly residential.

They are circulating a petition in the entire city of Bend getting signers ~~signers~~ for the highway to go on East Third but they are not willing to help pay for it. I understand this petition will be given to you when you come to Bend the 8th of Oct.

We wish you would give this your careful consideration and see if the whole city could not help pay for the highway as the whole city would benefit. If not take the highway around the city which they tell us you are going to do in 5 or 10 years any way.

Yours Sincerely

Mrs Irving Walter

1326 East 3rd

Bend, Oregon

RECEIVED
[illegible] 1 - 19[illegible]0
[illegible]
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 1 - [illegible]0
[illegible]
STATE HIGHWAY ENGINEER

RECEIVED
SEP - 1960
FOR FILING
U-123 (19)
5423

September 7, 1960

Mr. and Mrs. James Grindle
1508 East 3rd Street
Bend, Oregon

Dear Mr. and Mrs. Grindle:

In reply to your letter of September 1, addressed to Mr. Williams and myself, I can only advise you, as Mr. Williams has in his replies to the several letters which have been received by both Mr. Williams and myself, relative to the 3rd Street proposal in Bend, that the local financing, in the amount of 25 per cent, is a matter for local and not State Highway Commission determination.

The Highway Commission, of course, does need to approve the routing, and the Commission will take action on this routing sometime subsequent to the public hearing which will be held on this matter in the city of Bend on September 8.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:er

cc Mr. W. C. Williams
Mr. Forrest Cooper

1508 E. 3rd Street
Bend, Oregon

Oct 1. 1960

Dear Sirs:

We are writing to you in regards to a 4 lane highway which you are planning to through E. 3rd St.

We have a small home with two lots on E. 3rd and have lived here a long time. We have helped pay for present street and sidewalk.

We feel it would be very unfair to have to pay for a State Highway.

We took it up with the City Officials and was told that if the Highway would go this way it would be better for Bend Business

We feel if the Highway is good for the Business of Bend all the people of Bend should help pay for it and not the few Home owners that live on E. 3rd.

If there is any thing that you can do to help us out in this matter we would appreciate it

Sincerely.

Mr & Mrs. James Grindle
1508 E. 3rd St.
Bend.

Oct. 1, 1960

Dear Sirs;

We are writing to you in regards to a 4 lane highway which you are planning to go through E. 3rd St.

We have a small home with two lots on E. 3rd and have lived here a long time. We have helped pay for present street and sidewalk.

We feel it would be very unfair to have to pay for a State Highway.

We took it up with the City Officials

and was told that if the Highway would go this way it would be better for Bend Businesses.

We feel if the Highway is good for the business of Bend all the people of Bend should help pay for it and not the few Home owners that live on E. 3rd.

If there is any thing that you can do to help us out in this matter we would appreciate it.

Sincerely

Mr & Mrs. James Grindle
1508 E. 3rd. Bend

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FOR FILING

Const

Proj.

Misc.

Bend

September 2, 1960

Mr. and Mrs. Ray Spurlock
334 E. Kearney Avenue
Bend, Oregon

Dear Mr. and Mrs. Spurlock:

In reply to your letter of August 31, I can only advise you as I have made reply to the several letters I have received relative to the Third Street proposal in Bend, that the local financing in the amount of 25 per cent is a matter for local determination and not the State Highway Commission. The Highway Commission, of course, does need to approve the routing, and the Commission will take action on this routing sometime subsequent to the public hearing which will be held on this matter in the city of Bend on September 8.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:mo

cc Mr. Forrest Cooper
    Mr. Victor Wolfe

August 31, 1960
Bend, Oregon

Mr. W. C. Williams

W. C. WILLIAMS

Dear Sir,

This letter is in regards to the proposal of highway 97 through Bend - via East 3rd Street.

We're objecting to this proposal - this is a residential zone - should remain that way. There is a large grade school on this street - the highway would cut through the school yard & be in the front door. The danger of crossing highway for these small children would be frightening. The distracting noise from traffic - while the children are trying to get an education. Would you want this for your child? Would you like to have the state build a major highway going by your home - which is in a residental zone?

The city officals want this highway to come through Bend - via East 3rd Street. If you the state over-rule our objections & build This highway 97 via East 3rd street. Then the state should pay for it - Not us as we do - not want it at all! All major highways should go around towns & cities not through them.

Thank You
Mr. & Mrs. Ray Spurlock
334 E. Kearney Ave
Bend, Oregon.

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OCT 1 - 1960
OREGON
STATE HIGHWAY COMMISSION

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OCT 1 - 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
V. D. WOLFE

August 31, 60
Bend, Ore.

Mr. Victor Wolf
Dear Sir;

This letter is in regards to the proposal of highway 97 through Bend - via East 3rd Street.

We are objecting to this proposal - this is a residential zone - should remain that way. There is a large grade school on this street - the highway would cut through the yard of school & be in the front door. The danger of crossing highway for these small children would be frightening. The distracting noise from traffic - while the children are trying to get an education. Would you want this for your child? Would you like to have the state put a major highway going by your home - which is in a residental zone?

The city officals want this highway to come through Bend, via East 3rd Street. If you the state over-rule our objections & build this highway 97 via East 3rd Street. Then the State should pay for it - not us as we do - not want it at all!

The people on & concerned with this proposal would appreciate your consideration in this matter.

Thank You
Mr. & Mrs. Roy Spurlock
331 E. Kearney Ave.
Bend, Oregon

P.S. All major highways should go around towns & cities!

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OREGON
STATE HIGHWAY COMMISSION

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OFFICE OF
STATE HIGHWAY ENGINEER

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August 31, 1960

Hon. Mark O. Hatfield
Governor of Oregon
Capitol Building
Salem, Oregon

Dear Governor Hatfield:

Under date of August 29, you forwarded to me a copy of a letter addressed to you by Mrs. Harry L. Boyle, of Bend. In her letter, Mrs. Boyle protested the assessment of a portion of the cost for a highway improvement along Third Street in Bend which would change the routing of US97 by eliminating the congested and inferior alignment of the existing route which passes through the center of the business district.

This improvement has been advocated by the City of Bend for several years, but the Highway Commission until recently has not been in a position to finance the same. Such projects which consist of curb-to-curb improvement, including curbs and parking lanes, have for a long time been on the basis of 75 per cent co-operation by the State and Federal Government and 25 per cent by the City.

The State Highway Commission, some several months ago, entered into an agreement with the City of Bend wherein the City would furnish 25 per cent of the cost and the State and Federal Government the other 75 per cent. The State Highway Department is in no position to dictate to the City of Bend how its 25 per cent of the financing shall be handled. As I understand the matter, the City Council of Bend, by unanimous vote, decided to assess the adjacent property owners along Third Street for 25 per cent of the cost. A public hearing will be held in Bend on September 8 relative to this highway improvement.

Again, I repeat that the State Highway Department would be presumptuous to attempt to tell the City how it is to raise its 25-per-cent portion of the cost of the change in highway routing, and reiterate that this change was not advocated by the State Highway Commission, but the Highway Commission does realize the benefits that will accrue and has agreed with the City to go ahead with the improvement.

As to the portion of the letter which reads:

"I understand the state has also surveyed a right-of-way for this project, east of Pilot Butte, where they would pay the entire cost of construction, but the Bend business people are afraid they will lose the tourist trade if it goes east of the butte, and are begging for it on east 3rd street."

This is a rumor only, as the State Highway Department has never made a survey for any route east of Pilot Butte, and, while it has been discussed by certain people, the need for such a highway is not warranted in the foreseeable future, which I would say to mean at least 15 to 20 years, if even then.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:me

cc Mr. Forrest Cooper

cc Cooper

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM

MARK O. HATFIELD
GOVERNOR

August 29, 1960

NOTE:
W. C. WILLIAMS

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon

Dear Dutch:

I would appreciate a memo from you on the subject of Mrs. Harry L. Boyle's letter, a copy of which is attached.

Sincerely,

Governor

MOH:as

RECEIVED
[illegible] 1960
OFFICE OF
STATE HIGHWAY ENGINEER

1334 East 3rd Street,
Bend, Oregon.
Aug. 25th, 1960.

Mr. Mark Hatfield,
Salem, Oregon.

My dear Mr. Hatfield:

I am sorry to bother you with our problem, which may seem trivial to you, but to we small home owners on east 3rd street in Bend, Oregon, it seems very large, unjust and unfair. We have appealed to our state high way department and to the Bend City commissioners with no avail.

Our problem:- The State of Oregon sees fit to make our street, which is residental and already paved and paid for and plenty adequate for our usual traffic, a state or federal highway, from Mexico to Canada, and are demanding we pay part of the construction cost.

I understand the state has also surveyed a right-of-way for this project, east of Pilot Butte, where they would pay the entire cost of construction, but the Bend business people are afraid they will loose the tourist trade if it goes east of the butte, and are begging for it on east 3rd street.

We, over 80% of the property owners on this street, are willing for the project to go on, IF the "powers that be" are willing to pay for it, but we do strenuously object to us paying $7.78 per foot frontage for something we do not need and will not mean a thing to us, but a tremendous expense. To the state and nation and Bend business men, it will undoubtedly mean a lot. Why dont they pay the bill?

We beg of you, as the head of our fair state of Oregon, to use your perrogative to help us already over burdened tax payers, out,on this unjust move.

I am writing this letter in behalf of this, over 80% of property owners. You may receive other letters on this matter. I am sure Mr. Williams is receiving his share.

We will greatly appreciate any thing you can do for us regarding this unjust deal.

Sincerely Mrs. Harry L. Boyle

Mrs. Harry L. Boyle.

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5123

August 29, 1960

Mrs. Robert Martin
330 E. Marshall Avenue
Bend, Oregon

Dear Mrs. Martin:

I feel I should acknowledge your letter of August 23 having reference to the proposed East Third Street highway project, but I am sorry to say that I can be of no assistance to you in this matter. The proposed improvement would be financed 75 per cent by the State and Federal Government and 25 per cent by the City. Neither I nor any member of the Highway Commission or Department is in a position to attempt to tell the City how it should arrange its financing. That is, of course, a matter for the duly constituted authority to determine, and in this instance it is the City Council of Bend.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:me

cc Mr. Forrest Cooper

East Sid[illegible] their side of 3rd street controver[illegible]

By Ila S. Grant
Bulletin Staff Writer

It was summer theater in the round, at last night's city commission meeting.

When the curtain went up around 8 o'clock, the stage was cleared for a delegation of some 50 East Side residents who will have to help pay the bill, if the proposed extension of Highway 97, north from Franklin Avenue to Revere, is approved.

A dozen or so other Bend residents, who had other pieces to say, waited for their cues in the wings — on the front steps of the City Hall and in the hallway — while the East Siders made their appearance in the commission room.

Unexpected star of the performance was Bernice Combs, who operates a restaurant at E. Third and Franklin. Other members of the cast gave her a rousing round of applause, after she told the commission that when a main arterial route is improved in a city, it is the obligation of all the residents to help bear the cost.

It is State Highway Commission policy to pay 75 per cent of the cost of improvements within city limits, with the property owners for half a block from the route (about 90 feet each side of the road) to put up the other one-quarter.

The grief of the East Siders is not so much that they must share in the financing. They feel that they will be paying more than their share, because Highway Commission specifications require a more expensive surfacing job than cities do, for their ordinary streets.

Spokesman for the group was Tom Links, well known in local dramatic circles. The histronics reached a high point of suspense when he moved under the spotlight. It is common knowledge that he has been circulating a remonstrance petition, on which the filing deadline is 5 p.m. July 26.

More Meetings Urged

"We do not intend to use the remonstrance for the purpose of stopping the highway," Links said. However, he said, his group proposes to have further meetings with city officials to explore the possibility of reducing the cost to the property owners on the route, or to determine a different way of assessing the cost.

It is estimated that cost of the improvement will be approximately $221,000, three-fourths to be paid by the state. Preliminary figuring shows that the share to be paid by the property owners will amount to about $7.75 per lineal foot. This is about $2 more per foot than residents must pay when city streets are surfaced.

Commissioner Web Loy got into the act by pointing out that in the case of city streets, the property owners must pay the total bill. The people on the highway route actually are getting a bargain, he suggested, because even though the cost is higher, the state will pay most of the total.

Second Billing

Cash Perrine, attorney for the East Siders, took second billing to Links, the official spokesman. Perrine said that it isn't as though the property owners on the highway don't have a paved street to start with. It's almost like paying twice, he implied.

The East Siders left the stage in a flush of success, leaving the impression that more would be heard from them at another time. What audience was left took a short soda pop and exercise break, before moving on to the next act.

Bend, Oregon,
July 22, 1960

To the Editor:

This refers to the several articles, editorials and letters to the editor regarding the proposed re-routing of highway 97 along Third Street. Understandably, the people of Bend are vitally interested in the future of highway 97 and its relation to the city. It was long ago proved that a city need not have a highway through its middle to reap a benefit from the traveling public on the highway. Those who are not going to stop are only irritated by the traffic congestion and they are not going to stop even though they are forced to proceed through the middle of the city.

Some think a one way system through Bend will solve the problem, but the evidence is so overwhelmingly against the practicality of such a system that it does not merit serious consideration by anyone who has put forth any effort to seek that answer which will best serve the people of Bend and the traveling public as well. If this city chooses to initiate a one way system downtown to alleviate the traffic problem the city will find that other measures will be called for in the near future and the money spent will be as that sent down a rat hole. If Bend persists in its efforts to maintain the highway through the middle of town the state will eventually send a new highway completely around Bend. This probably would not damage anyone but the opinion seems to be that there are adequate routes presently available and of course these should be utilized if possible and practical.

When the one way system was proposed it was offered on the basis that the merchants of Bend would benefit from it but there was no parallel proposal that the merchants of the city on the two streets involved would put up the money to install the traffic lights or provide the necessary money to implement the plan. Now that there is an alternate proposal to route the highway to Third Street primary consideration must be given to the financing. It is repugnant to me that the solution to the entire city's problem involves an assessment on only a very few of the residents. The very consideration of the assessment of the Third Street residents only for this re-routing is evidence that Bend does not have the vaguest idea of the problems involved nor the obligations of the city toward its residents.

I am firmly opposed to the proposition that these few on Third Street should finance the city through its problem as this is a city problem and the cost of its solution must be borne by the entire population.

Very turly yours,
Madison A. Davis

Bend, Oregon,
July 22, 1960

Aug 23, 1960
330 E. Marshall Ave.
Bend, Oregon.

W. C. Williams, St. Hi-Way Engeneer
State House,
Salem, Oregon.

NOTED
W. C. WILLIAMS

Dear Sir:

In regards to the purposed State Hi-Way, to be constructed along East Third Street from E. Franklin to East Revere through Bend, Oregon, I am enclosing a News item and a letter cut from the Bend Bulletin for your enlightment as to why the greater proportion of the East Third Street property owners object to this project and to what degree we object.

We are not as a whole, against the Hi-Way going alone East third but we do object strenuously against the way the proposed assessments for paying for the Citys one fourth of the cost of said project is being levied. Namely, the one fourth of the cost is being assessed against the abutting property owners and back 200 feet from Third Street. Thereby catching one lot off third St.

We feel this project will benefit the town of Bend as a whole (the City Commission admitted and agreed to this) So we feel the people of Bend should help with the cost. (This the Commission disagrees with.) We, as a groupe, have met with the City Commission several times and have placed our objections and opinions before them. We have received their sympathy, they have agreed it is unfair, but they refuse to do any thing about it. They sight as one of their reasons, the south Third Street project, saying the property owners out there paid their one fourth. The City Commission agreed it was unfair to them and also gave them their sympathy. We feel that project has no comparison to ours, First: So. Third is 90% commercial and the emprovement increased the valuation of their property considerable. We on East Third are approximately 90% residentual and this proposed emprovement would decrease our valuation. Secondly: So. Third was already a desiginated Hi-Way, East third is not. Third: We have already a paved street which the property owners paid 100% of the cost. Also the proposed emprovement would entail much heaver construction than a regular street paving project, the cost being much higher. This seems so unjust to assess a few property owner with this extra costs.

On or about July 26 of this year a remonstrate against the project was filled with the City Commission, with better than the required 2/3 % of the property owners effected signing. A letter accompanied the remonstrate stating we were not opposed to the Hi-Way going through but only as to the manner in which we were being assessed, being so unfair.

Mr. Williams, you as a fair minded man will see this is being very unjust and unfair and in many cases will empose a hardship on a very small group of people. If in any way you can help to rectify an enjustice which the City Commission of Bend refuses even to consider, We of East Third Street will be very grateful.

Respectfully

Mrs Robert Martin

Mrs. Robert Martin,

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AUG 25 1960
OREGON
STATE HIGHWAY COMMISSION

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AUG 25 1960
OFFICE OF
STATE HIGHWAY ENGINEER

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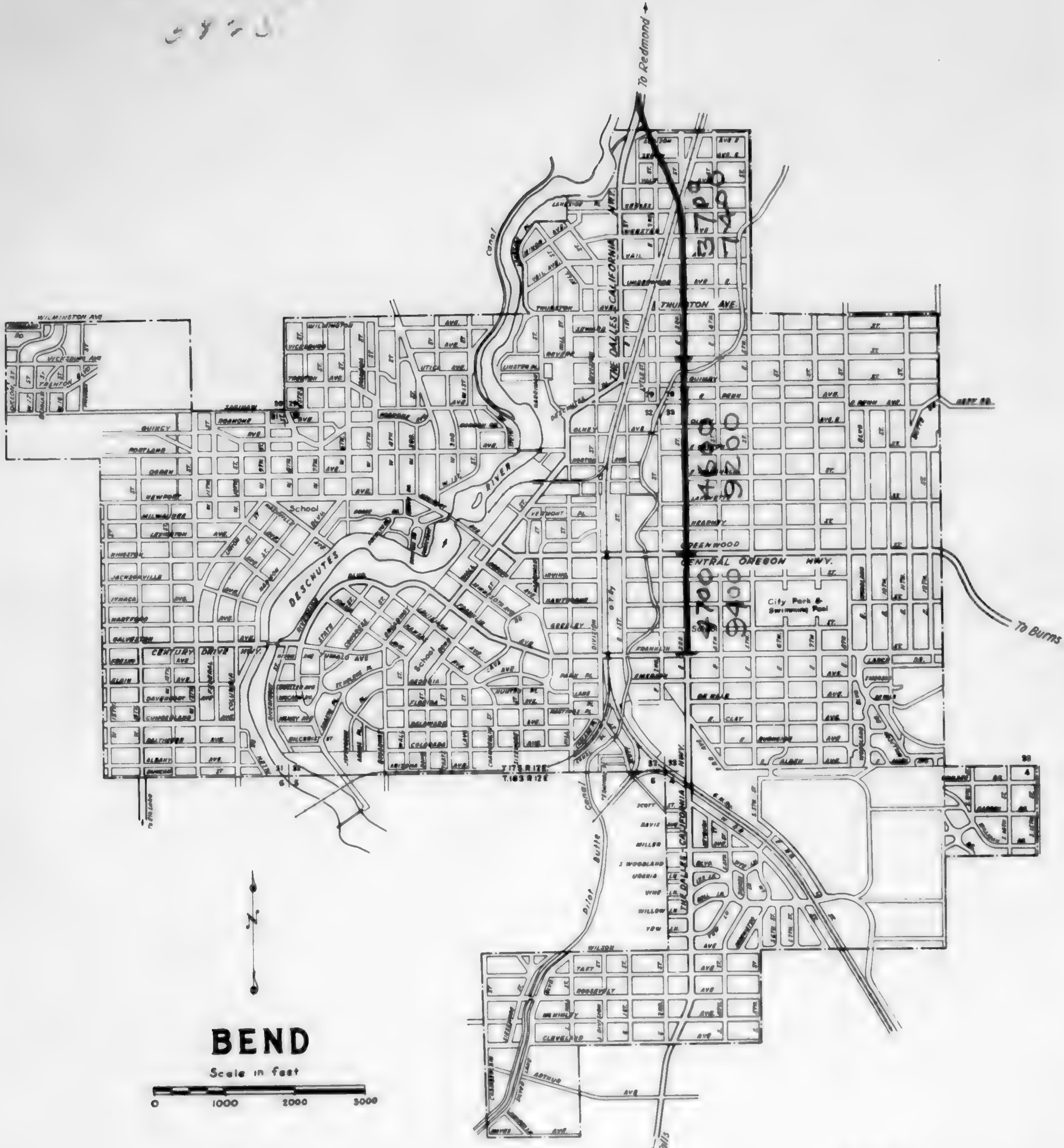

BEND

To Redmond
3700
7400
4600
9200
4700
9400
THE DALLES-CALIFORNIA HWY.
THURSTON AVE.
CENTRAL OREGON HWY.
GREENWOOD
City Park & Swimming Pool
DESCHUTES RIVER
CENTURY DRIVE HWY.
To Burns
To Klamath Falls
Pilot Butte Canal
Canal
School
WILMINGTON AVE.
T.17S.R.12E.
T.18S.R.12E.
N
Scale in feet
0
1000
2000
3000

1960 ADT
1975 ADT

Rev. 11-1-51

9-24-60

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
March, 1960

REPORT OF 1959 BEND ORIGIN-DESTINATION SURVEY

Introduction

The 1959 Origin-Destination Survey in the City of Bend was conducted during the period from August 18, 1959 to August 26, 1959.

The purpose of this survey was to determine the amount of traffic which could be diverted from the existing routing of The Dalles-California Highway, No. 4, US97, and adjoining streets to a proposed new alignment on East Third Street between the north city limits of Bend and Franklin Boulevard.

Survey Methods

Interview stations for outbound vehicles were established at the following locations:

On The Dalles-California Highway, No. 4

Sta. #1 - At a point just north of Sawyer State Park Road (0.35 miles north of the north city limits).

Sta. #3 - At a point just south of Clay Street.

On the Central Oregon Highway, No. 7

Sta. #2 - At a point just east of East 11th Street.

Each of these stations were operated for 14 weekday hours (6 AM to 8 PM) during the period of the survey. The Interview Form used by the interviewers is shown in Figure 1. This form was designed so that the interviewer could field code all entries with the exception of the trip Origin and Destination which were coded in the office. An explanation of the numerical code used follows:

Item	Remarks
Location	First two digits - IBM code for Oregon Last three digits - IBM code for Deschutes County
Date	First two digits - Month of year Next two digits - Day of month Last digit - Last digit of year
Station, Direction, Hour, Vehicle Type, Trip Purpose	Self explanatory
Origin & Destination	First four digits - Coordinate number for left vertical line of coordinate Last three digits - Coordinate number for bottom horizontal line of coordinate.

In determining the origin and destination, the interviewers began by asking the motorist two questions, namely, "Where did this trip begin?", and "Where will this trip end?". Since it was desired to obtain the original origin of the trip, or the control stop immediately prior to the interview if there were any such stops, and the ultimate destination of the trip, or the control stop immediately subsequent to the interview if any were anticipated, it was necessary in some cases for the interviewers to further query the motorist as to the reason for stopping. Control stops were defined as stops made in accord with the purpose or purposes of the trip that can be served only at the particular location of the stop (e.g. visit relatives or friends). Stops made for eating, lodging, car repairs, or shopping along the way were considered incidental stops not germane to the principal purpose or purposes of the trip, and therefore not control stops.

Reference to the three trips shown in Figure 1 will illustrate the foregoing more clearly. In all three cases, the motorist traveled from Tacoma, Washington to Las Vegas, Nevada. The first motorist made this trip without making any stops of any kind, thus the origin of this trip was coded to the northerly point of entry into the study area and the destination was likewise coded to the southerly point of departure from the study area. The second motorist took lodging in Bend and then continued his trip to Las Vegas. Since a stop for lodging was not considered as a control stop, this trip was for purposes of this survey the same type as the first trip. The third motorist stopped in Bend to visit relatives. This constituted a control stop and thus his origin was Bend, rather than Tacoma.

Analysis of Data

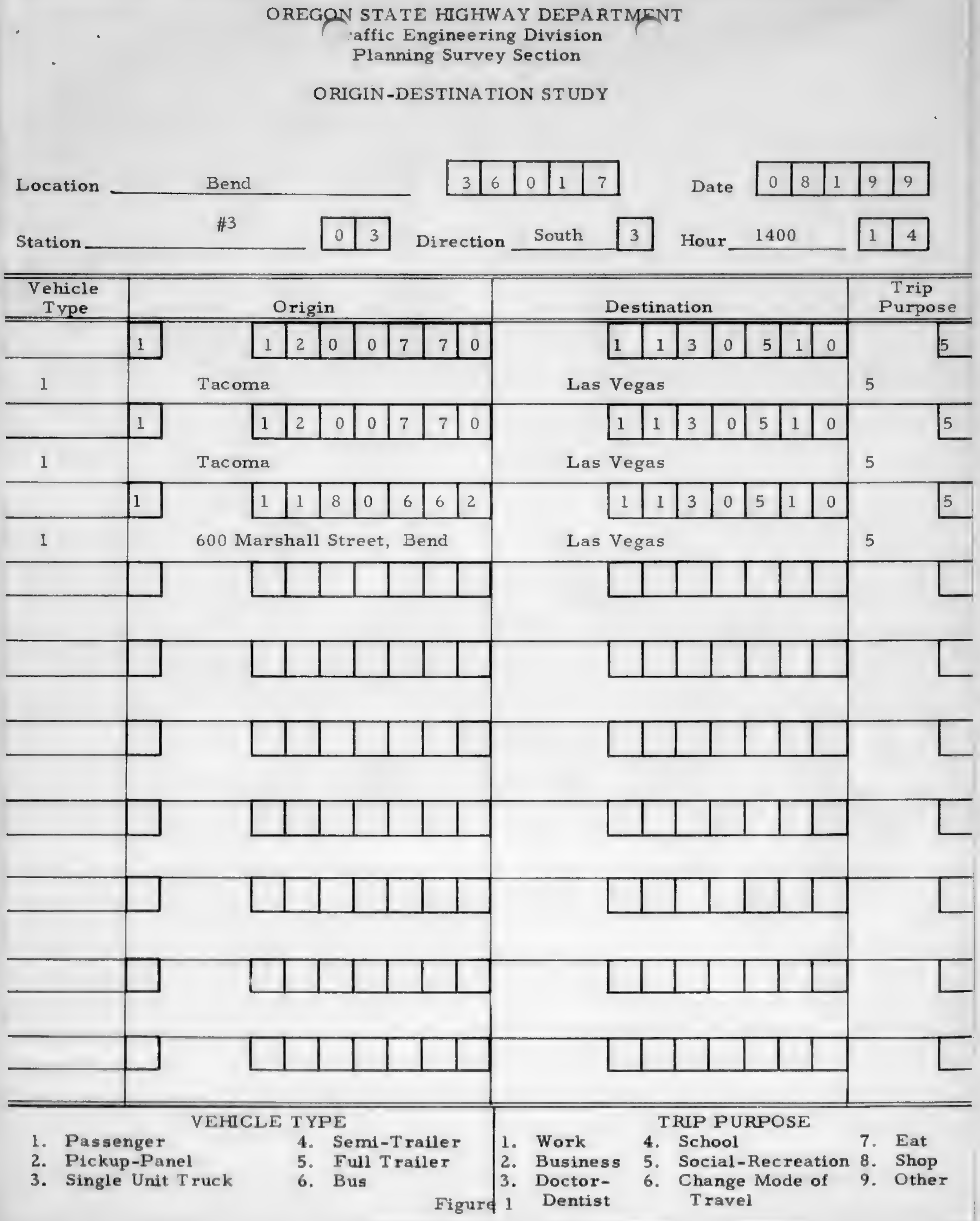
After all trips were coded and key punched on IBM cards, hourly expansion factors for adjusting the interview data to a 1959 average daily traffic basis were developed and punched on the IBM cards. An IBM tabulation was then prepared for each station showing among other things the number of one-way trips between coordinates. These trips were then assigned to the most logical routing (including the proposed new alignment on East Third Street). When all trips through all interview stations had thusly been assigned, they were doubled to reflect the total traffic movement.

Figure 2 shows the traffic assignments based on this survey. The numbers enclosed in boxes are 1957 and 1958 traffic counts adjusted to a 1959 ADT basis, and they indicate the amount of traffic at key locations on the arterial street system as it existed in 1959. The other numbers are also 1959 average daily traffic figures. They indicate what the 1959 ADT would have been at key locations if the porposed East Third Street alignment would have been completed and opened to traffic in 1959.

The first time these data were analyzed, the following information (Table I) with respect to thru traffic which could be diverted from the existing highways to this new alignment was found:

TABLE I
1959 UNADJUSTED THRU DIVERTABLE TRAFFIC DATA AT INTERVIEW STATIONS

Item	Station #1 N. of Bend	Station #2 E. of Bend	Station #3 S. of Bend
1959 ADT	5,200	1,850	9,000
Thru Divertable Traffic	3,240	830	3,030
% Thru Divertable Traffic	62	45	34



OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

ORIGIN-DESTINATION STUDY

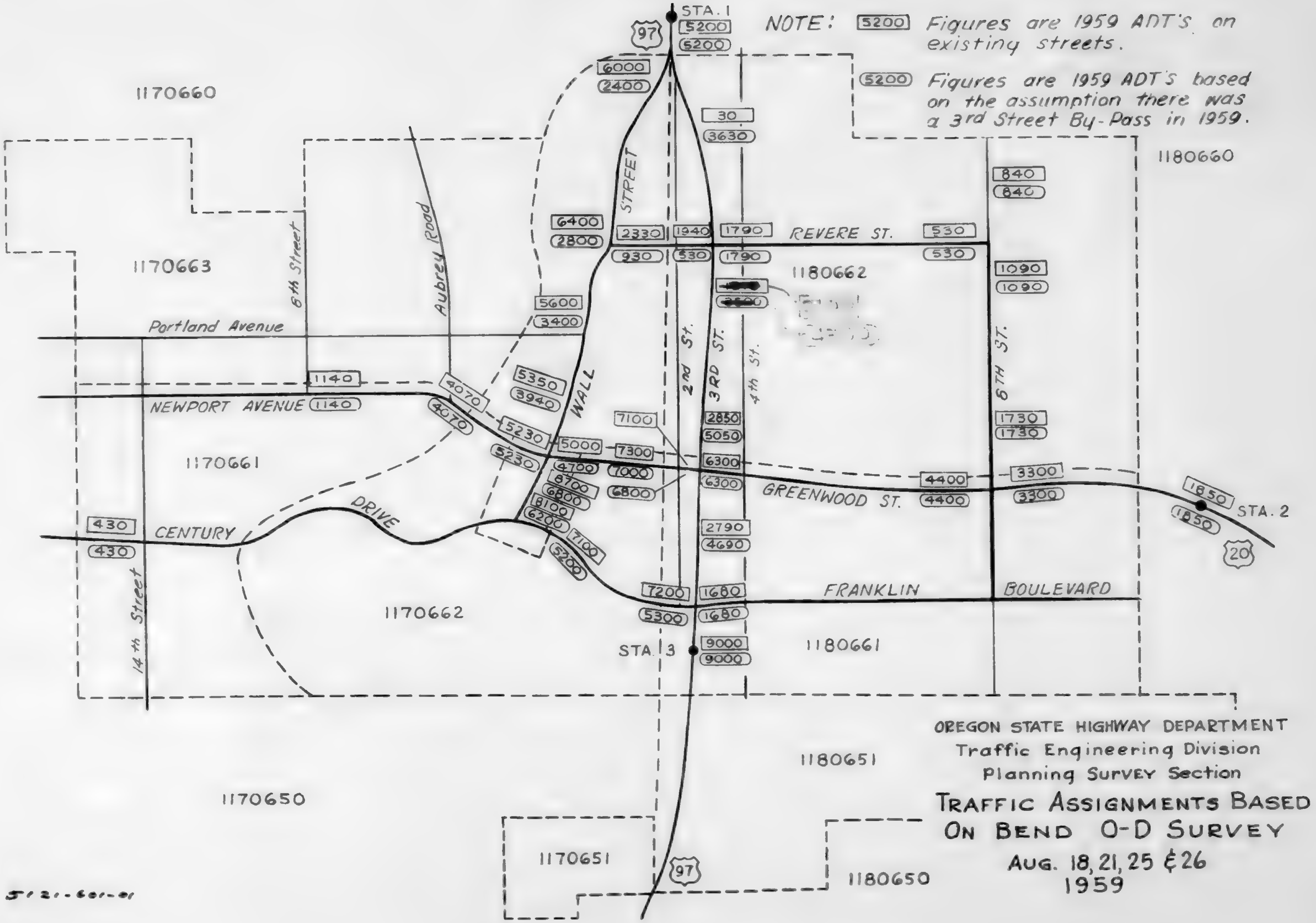
Location Bend 3 6 0 1 7 Date 0 8 1 9 9

Station #3 0 3 Direction South 3 Hour 1400 1 4

Vehicle Type	Origin		Destination	Trip Purpose
	1	1 2 0 0 7 7 0	1 1 3 0 5 1 0	5
1	Tacoma		Las Vegas	5
	1	1 2 0 0 7 7 0	1 1 3 0 5 1 0	5
1	Tacoma		Las Vegas	5
	1	1 1 8 0 6 6 2	1 1 3 0 5 1 0	5
1	600 Marshall Street, Bend		Las Vegas	5

VEHICLE TYPE		TRIP PURPOSE		
1. Passenger	4. Semi-Trailer	1. Work	4. School	7. Eat
2. Pickup-Panel	5. Full Trailer	2. Business	5. Social-Recreation	8. Shop
3. Single Unit Truck	6. Bus	3. Doctor-Dentist	6. Change Mode of Travel	9. Other

Figure 1


STA. 1
97
5200
5200
6000
2400
30
3630
1170660
1180660
1170663
6400
2800
STREET
2330
930
1940
530
1790
1790
REVERE ST.
530
530
840
840
1090
1090
1180662
6th Street
Aubrey Road
5600
3400
Portland Avenue
1140
1140
NEWPORT AVENUE
4070
4070
5350
3940
WALL
2nd St.
3RD ST.
4th St.
6TH ST.
7100
2850
5050
1730
1730
1170661
5230
5230
5000
7300
7000
6800
4700
8700
6800
8100
6200
6300
6300
4400
4400
3300
3300
GREENWOOD ST.
1850
1850
STA. 2
20
430
430
CENTURY
DRIVE
7100
5200
2790
4690
7200
5300
1680
1680
FRANKLIN
BOULEVARD
14th Street
1170662
STA. 3
9000
9000
1180661
1170650
1180651
1170651
97
1180650
5121-601-01

NOTE: 5200 Figures are 1959 ADT'S on existing streets.

5200 Figures are 1959 ADT'S based on the assumption there was a 3rd Street By-Pass in 1959.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

TRAFFIC ASSIGNMENTS BASED
ON BEND O-D SURVEY
AUG. 18, 21, 25 & 26
1959

Figure 2

In addition to the thru divertable traffic, an additional 728 local vehicles were diverted to the north section of East Third Street. This traffic coupled with the 3,240 thru vehicles and the existing 30 vehicles, made a total of 4,000 vehicles per day assignable to the north section of East Third Street for the year 1959.

On the south section, a total of 5,070 vehicles per day was assigned. This total was made up of 3,030 thru trips and 2,040 local trips.

The foregoing results were based on August interview data expanded to a 1959 average daily traffic basis. Because August traffic on US97 and US20 in this part of the state is predominately tourist traffic, it was felt that the expanded data were not truly representative on an annual basis; therefore, the August daily internal and external trips at each station were segregated and adjusted to an average daily traffic basis by reducing the local trips only slightly (4 percent) and the thru trips a relatively large amount (from 31.2 to 34.9 percent, depending on the station).

The above procedure had the effect of eliminating the seasonal influence. The following tabulation (Table II) shows the thru traffic which could be diverted from the existing highways to the new alignment on this basis.

TABLE II
1959 ADJUSTED THRU DIVERTABLE TRAFFIC DATA AT INTERVIEW STATIONS

Item	Station #1 N. of Bend	Station #2 E. of Bend	Station #3 S. of Bend
1959 ADT	5,200	1,850	9,000
Thru Divertable Traffic	2,660	675	2,475
% Thru Divertable Traffic	51	36	28

This adjustment had the effect of reducing the number of thru trips on the north section of East Third Street from 3,240 to 2,660, and increasing the local traffic from 728 to 943 vehicles per day. By adding the existing 30 vehicles per day to these adjusted totals, it was determined that the 1959 ADT on this section of East Third Street would be 3,630 vehicles per day. This represents a 370 trip reduction from the original total of 4,000 vehicles per day.

On the south section of East Third Street the thru trips showed a decrease from 3,030 to 2,475, and local traffic increased from 2,040 to 2,215 vehicles per day. This amounted to a net reduction of 380 vehicles per day. The final 1959 assignable traffic on this section was 4,690 vehicles per day.

DLP:mb/hb

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U-123 (14)

5923

1407 E 3rd St, Bend Ore.
Aug 27, 1960

W. C. WILLIAMS

Mr. Victor Wolfe
State Highway Dept.
State House
Salem, Ore.

Dear Sir:

This is to advise you that I wish above all, to have Highway 97 ~~come~~ go through on East Third St. in Bend. The only objection is that I think the City of Bend should pay part of the 25% assessed to the property owners.

Yours truly
E. B. Luce

NOTED
V. D. WOLFE

RECEIVED
AUG 29 1960
OREGON
STATE HIGHWAY COMMISSION

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RECEIVED
1960

FOR FILING
4-123 (19)

5225

August 25, 1960

Hon. Anthony Yturri, Chairman
Legislative Highway Interim Committee
89 S. W. Third Avenue
Ontario, Oregon

Dear Senator:

I am pleased to give you the following information relative to the letter addressed to you by Wm. L. Stollmack, of Bend, requesting widening of a certain portion of Highway 97 within the city of Bend.

The widening as requested would accomplish no purpose other than possibly to provide additional parking. The section he has requested be widened is immediately west of the undercrossing of the railroad tracks in Bend and the undercrossing structure is only two lanes in width, so that nothing would be accomplished by widening the street westward therefrom.

Furthermore, the City of Bend and the State Highway Commission have entered into an agreement to reroute US97 via Third Street, which, in effect, results in the bypass of the downtown area. When this project is completed, while it may take some few years to do, the traffic will be greatly decreased on existing Highway 97 through the area for which the widening has been requested. The Highway Commission has no plans for any improvement of this section and the priority for such improvement is practically nil. Should any widening be done, it should be at the expense of the adjacent property owners, who would be the only beneficiaries.

We are returning your letter from Mr. Stollmack.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:me

Enclosure

cc Mr. Forrest Cooper

HOME ADDRESS
ANTHONY YTURRI
1051 S. W. 5TH
ONTARIO, OREGON

STATE OF OREGON
OREGON STATE SENATE
SALEM

COMMITTEES.
CHAIRMAN: ROADS AND HIGHWAYS
MEMBER TAXATION
JUDICIARY
STATE AND FEDERAL AFFAIRS
LEGISLATIVE COUNSEL

REFERRED TO
Cooper
By State Highway Engineer

August 20, 1960

Mr. W.C. "Dutch" Williams
State Highway Engineer
State Highway Building
Salem, Oregon

Re: Widening of #97 at site of
St. Charles Memorial Hospital, Bend

Dear Dutch:

I received the enclosed letter, with enclosures, sometime ago from Wm. L. Stollmack, Business Manager, of St. Charles Memorial Hospital of Bend, Oregon.

I have acknowledged the letter and advised that the contents would be called to the attention of the Highway Department. In fact, I informed Mr. Stollmack that the Highway Interim Committee had refrained from making recmmmendations concerning specific highway construction and improvements. I did say however that it would be brought to your attention, and that as soon as feasible something might be done. My letter explained that I was not aware of the various programs nor the commitments, and that it might well be that even if the widening of this highway was planned, that it might be a considerable period of time since the Department would probably proceed in accordance with established schedules.

In any event, I would appreciate it if you could inform me as to the probabilities of accomplishing this work which Mr. Stollmack, and also the City Manager, discussed with me.

Sincerely yours,

Anthony Yturri

Anthony Yturri

RECEIVED
AUG 23 1960
OREGON
STATE HIGHWAY COMMISSION

ST. CHARLES MEMORIAL HOSPITAL

Aug. 5, 1960.

Hon. Anthony Yturri,
Oregon State Senator,
Ontario, Oregon.

Dear Senator Yturri:

On behalf of the St. Charles Memorial Hospital, I am writing you, as Chairman of the State Hiway Interim Committee, requesting your consideration regarding the problem which the Hospital has been contending with for some time - namely the widening of Franklin Avenue here in Bend so as to improve the entrance and exit to the Hospital.

At visiting hours from 2 P. M. to 4 P. M. and again at 7 P. M. to 8 P. M., also when there are funerals or church services at St. Francis Church across the street, Franklin Avenue becomes a rather congested street.

Franklin Avenue, at present, is part of Hiway #97, but with the widening of Third St., Franklin Avenue will be a part of the Cascade Hiway leading into Elk Lake and the Century Drive.

Our request is for the State Highway Department to undertake the widening of Franklin Avenue as shown by the enclosed map. I am also enclosing a traffic count taken August 21, 1956, and again July 13, 14, 1959. It shows in 1959 a total vehicle traffic in front of the Hospital entrance and exit of 9075 vehicles, in 24 hours.

Thanking you, Senator Yturri for any help you can give us in this problem, we are

Yours truly,

ST. CHARLES MEMORIAL HOSPITAL

BY Wm. L. Stallmeck
Business Manager

WLS:CG
Encl.

RECEIVED
FORM E-20 [illegible]

FOR FILES
U-123 [illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 16, 1960

SUBJECT: Bend hearing
North Third Street

To: Mr. Victor D. Wolfe
Administrative Assistant
OFFICE

In connection with the hearing at Bend (North Third Street), I believe that you should be well prepared on the background and, in your opening remarks, give sort of a resume or chronology of the events prior to the hearing.

There is, as you know, a controversy in Bend over the City's proposal for raising funds for the improvement. The State Highway Commission is not a party to this controversy but is merely acting on the request from the City Council for a change and improvement and this should be clearly defined in your opening statements.

F W Cooper
Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams

NOTED
DEAN SWIFT

RECEIVED
AUG 16 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
V. D. WOLFE

FORM E-30 50M 11-58 15890

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 15, 1960

SUBJECT: N. 3rd Street Project
Highway 97 - City of Bend

To: Mr. Tom Edwards

Attached is a copy of a letter from W. T. Thompson, City Manager of Bend; also a copy of an excerpt from the minutes of the August 3, 1960 meeting of the Bend City Commission, and certain descriptions, copies of deeds, etc., pertaining to Block 27, Riverside Addition, City of Bend.

I would suggest that it might be apropros for us to prepare a right-of-way description through said Block 27 and submit it to the City of Bend in conformance with Mr. Thompson's letter.

VDW
Victor D. Wolfe
Administrative Assistant

VDW:ms
attach.
cc: Mr. Forrest Cooper

NOTED
DEAN SWIFT

NOTED
[illegible]

NOTED
P. M. STEPHENSON

CITY OF BEND

Post Office Box 431 BEND, OREGON Telephone EV 2-4211

August 12, 1960

State of Oregon
State Highway Department
Salem, Oregon

Attn: Mr. Victor Wolfe

Re: File No. 31249, City of Bend
North City Limits -
Franklin Avenue Section
The Dalles-California Highway
Deschutes County

Gentlemen:

Confirming my telephone conversation of August 11, 1960, with Mr. Swenson, I am forwarding to you an excerpt of the Bend City Commission meeting of August 3, 1960, concerning the above mentioned proposed highway project.

The City Commission did, on August 3, 1960, vote unanimously to over-rule the remonstrance which had been filed against the widening of East 3rd Street from Franklin Avenue north to Revere Avenue. They also passed, again, Resolution No. 690, a copy of which is enclosed in accordance with their authority under the City Charter. This now makes the improvement legal as far as the City of Bend is concerned and we will be able, upon receipt and acceptance of a proposal, to forward to you a check for the City's 25% of the cost of the project.

In my telephone conversation with Mr. Swenson I told him I would send him evidence of City ownership of Block 27, Riverside Addition to the City of Bend, Oregon. Therefore, I am enclosing a preliminary report from the abstract company showing that the City of Bend does own all of Block 27, subject to a reversion clause in the deed from Deschutes County to the City in case the property is not used for public purposes. Also enclosed is a copy of the County deed showing such a reversion clause, and I might state that the purpose of accepting such a deed was to retain Block 27 for the eventual Highway 97 right-of-way. The reason we took a dedicatory type deed for public purpose was that I did not want it sold for any other purpose than for the re-routing of Highway 97. There was a later deed from the City to Ralph and Ruth Bailey; however, that property reverted back to the City from the Bailey's and a copy of the deed is also enclosed and has been recorded. This leaves no question but what the City of Bend does own Block 27, in its entirety, and is willing to deed all or any portion to the State Highway Commission upon request. If you wish to write a legal description of that portion of Block 27 that you need, we will make the deed according to your description; otherwise, if you will let us know we will be glad to write our own description of that portion, using your map of the proposed project, and forward it to you in the near future.

NOTED
DEAN SWIFT

NOTED
V. D. WOLFE

The Bend City Commission is very anxious to commence the widening from Franklin Avenue north to Revere as soon as possible and also are very much interested in helping to expedite the continuation of 3rd Street from Revere Avenue to the north City limits.

Very truly yours,

W. T. Thompson
City Manager

WTT:mw
Enc.

RECEIVED
AUG 15 1960
OFFICE OF
STATE HIGHWAY ENGINEER

Regular Meeting
Bend City Commission
August 3, 1960

A regular meeting of the Bend City Commission was held at 7:30 p.m., August 3, 1960, inthe City Hall with Mayor Miller Presiding. Upon roll call the following Commissioners answered present: Jack Dempsey, George Breest, R. E. Johnson, T. D. Sexton, C. J. Rice and W. E. Miller.

****

Resolution No. 690, with intention to improve East Third Street from the north line of Franklin Avenue to the south line of Revere Avenue after having been originally met with a legal remonstrance as aforesaid, was re-read and re-considered and it was determined that the subject improvement was necessary and therefore the said resolution, having been re-read, was adopted and placed upon its passage with the following vote recorded:
Yeas: 6 Nays: 0

****

There being no further business upon motion the meeting was adjourned.

Respectfully submitted,
/s/ Julia S. Johnson,
Recorder.

STATE OF OREGON)
) SS
COUNTY OF DESCHUTES)

I, Julia S. Johnson, the duly appointed City Recorder of the City of Bend, do hereby certify that the foregoing is an exact excerpt from the minutes of the Bend City Commission, the original of which is on file in my office.

Dated at Bend, Oregon, this 12th day of August, 1960

Julia S. Johnson
Recorder of the City of Bend

NOTED
DEAN SWIFT

RECEIVED
JUL [illegible] 1960
FOR FILING

[illegible]

[illegible]

July 18, 1960

Mrs. H. L. Boyle
1334 East Third Street
Bend, Oregon

Dear Mrs. Boyle:

I write this in answer to your letter of July 13 and also a letter on the same subject addressed to my Administrative Assistant, Mr. Victor D. Wolfe.

The matter of rerouting The Dalles-California Highway over East Third Street has been under discussion for several years. It was brought to a head recently by a request from officials of the City of Bend that the rerouting be undertaken and offering to co-operate to the extent of 25 per cent of the cost. As this project was favored and requested by local officials, the Highway Commission agreed to go along with the proposal and to furnish 75 per cent of the needed funds. In our negotiations with the City, no mention was made as to where the City intended to get funds for its part of the construction, as this is a matter of local determination.

If there are protests as to the City's action or method of financing, I would suggest that they be taken up with the local authorities, as it is a matter outside of the jurisdiction of the Highway Commission. The Commission has dealt in good faith with the city officials of Bend and is not in any way attempting to work a hardship on local residents.

Very truly yours,

W. C. Williams
State Highway Engineer

FC:fn ms
cc: Mr. Forrest Cooper
Mr. Victor D. Wolfe

1334 East 3rd St.,

Bend, Oregon.

July 13th, 1960.

W.C.Williams, State Highway Engineer,

Salem, Oregon.

REFERRED TO
Cooper
By State Highway Engineer

My dear Mr. Williams:

I am writing you in regard to a project on East 3rd St. in Bend, Oregon, making this street a state highway. We hav e been informed by "the powers that be" in Bend, we property owners on this street will be assessed for that portion of the cost of such construction,(25%) that the state will not pay.

We now have a two lane paved street which is,and has been for years, adaquate for all normal traffic. A four lane state highway, will in no way benefit us, in fact it will be detriment to our property. We cant understand WHY we should be expected to pay for such a project. Why should we small home owners, who are finding it a struggle to meet taxes etc. now, beexpected to build a state highway to handle traffic from Mexico to Canada? If the business men of Bend want this highway, let them pay for it, or inveigle the state to do so.

We have been told the state has a right-of-way out east of Pilot Butte, that would be a fine route to build a through high way.

We have driven across the U.S. and noticed that Albuquerque, N.M. is the only city of any size, that the state highway does not by-pass, so why should Bend, Oregon, weep and wail?

There are petitions being circulated in regard to this matter, if they will help any, we do not know, but it will certainly let the public know we are getting a raw deal, at the hands of the bias politicians of Bend and the state of Oregon.

If there is anything you can do to help we property owners on East 3rd Street, we will be most grateful. This letter is voicing the majority on this street, who have had several meetings, regarding this deal.

Sincerely

Mrs. H. L. Boyle

Mrs. H.L.Boyle.

RECEIVED
JUL 15 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 15 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

1334 East 3rd St.,

Bend, Oregon.

July 13th, 1960.

Mr. Victor Wolfe, Public Relations,
State Highway Division,
Salem, Oregon.

Dear Sir:

I am writing you in the interest of home owners on East 3rd St. Bend, Oregon. In regard to a project regarding the construction of a section of state highway from Revere St. to Franklin St.

We small home owners feel we are being discriminated against, unjustly. We now have a two lane paved street on east 3rd, which has been for years, and still is , adaquate for the usual amount of traffic, but not for a through highway, handling all thru traffic from ~~Calif.~~ Mexico to Canada. If the state deems it necessary to make this street such a thoroughfare, why not the state or the city in general pay forit, not force it on the small home owners who are struggling to pay the required taxes, and some are even fearful of loosing their small homes. This would be a dertiment, rather than an asset to our property.

There are a number of petitions being circulated at the present time, and are being most eagerly and willingly signed. We are looking forward to a big squabble, before this thing comes to head. It will be a sad deal for our grand state of Oregon to get this publicity. I might add I am a native daughter, my father came here in 1853, with the lost wagon train, of that year, and I am justly proud of Oregon.

If there is anything you can do for our cause, we would certainly appreciate it, We cant hope for much relief from our bias politicians in Bend.

Sincerely
Mrs. H. L. Boyle
Mrs. H.L.Boyle.

RECEIVED
JUL 15 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 15 1960
OFFICE OF
STATE HIGHWAY ENGINEER

June 2 - 1960

Attention was given to a letter signed by the Benton County Court and the Polk County Court agreeing to a transfer from Benton County to Polk County of 1961 FAS funds in the amount of $27,000 and a transfer from Polk County to Benton County of 1962 FAS funds totaling $27,000 when the 1962 funds become available. The Engineer explained that the transfer was arranged between the two counties so that Polk County could perform needed work on the Davidson Bridge and its approaches on FAS 560. He also pointed out that it had been explained to both counties that the State cannot guarantee the availability of funds for the fiscal year 1962 as these FAS funds are determined by Congressional action. The Engineer offered no objection to the transfer, and the Commission approved the matter as presented. 4h

The City of Bend, the Engineer stated, has requested by resolution a change in the routing of The Dalles-California Highway through the City of Bend, using Third Street. The City also has agreed to the elimination of the existing route of The Dalles-California Highway in Bend from Greenwood Street northerly to the north City limits when the highway is re-routed along Third Street. The City has indicated its willingness to co-operate in the cost of this project in an amount equal to 25 per cent of the cost of right of way and construction between Franklin and Revere Streets, which unit has been estimated to cost $221,461. The Engineer requested authority to continue negotiations and to attempt to arrive at an agreement with the City of Bend and the Bureau of Public Roads with financing to be arranged later. The Commission granted the authority as requested. 4i

The Engineer reported on the following extensions of time within which to complete highway contracts: 4j

(1) Olson Electric Company, Contract No. 5532 for sign lighting on the Interstate Bridge across the Columbia River on the Pacific Highway; requested an extension of 136 days from December 31, 1959 to May 15, 1960 within which to complete the contract without assessment of liquidated damages. The Commission approved the Engineer's recommendation for an extension of time to May 15, 1960 without assessment of liquidated damages.

(2) Taller and Cooper, Inc., Contract No. 5468 for installation of Toll Collection System on the Interstate Bridge across the Columbia River at Portland; requested an extension of time to January 16, 1960 within which to complete the contract. The Commission approved the Engineer's recommendation for an extension of time as requested without assessment of liquidated damages.

4k The Engineer reported that Contract Nos. 5532, 5549, 5550, 5558, 5566, 5567, 5576, 5587, 5585, 5311, 5462, and 5616 for highway construction have been completed in accordance with requirements of the contracts or modifications thereof, and that said contracts are now ready for acceptance by the Commission. After due consideration, the Commission accepted the contracts by adopting a resolution marked Exhibit "C," which resolution by this reference is made a part hereof and filed in the Secretary's office under "Exhibits to the Minutes of the Highway Commission Meeting of June 2 and 3, 1960."

4l Expenditure of $32,500 was requested by the Engineer to landscape the interchange area of the Redwood and Pacific Highways in Grants Pass. He proposed that portions be planted in lawn and vine cover, and that a sprinkler system be installed to provide irrigation. The Commission approved the expenditure.

4m Authority was requested by the Engineer for an increase in project authorization in the sum of $21,000 on Contract No. 5335 for grading and paving the North Plains Interchange Section of the Sunset Highway in Washington County. He remarked that the overrun had been caused by rock with a heavy specific gravity, thus requiring more tonnage to construct the surfacing. Also, additional signing had been required. The Commission approved the increase.

5a-1 Consideration was given to a request made by J. W. and Anne C. Basker for extension of an existing speed zone on the Pacific Highway south of Grants Pass in Josephine County. This request, the Engineer stated, was investigated and based on the facts disclosed he recommended that the following speed zones be established:

> One-way southbound (Sixth Street) from the south city limits of Grants Pass (M. P. 279.30) to a point 50 feet west of Maple Lane (M. P. 279.79): 30 miles-per-hour.
>
> One-way northbound (Seventh Street) from the south city limits of Grants Pass (M. P. 279.38N) to a point 50 feet west of Maple Lane (M. P. 279.76N): 35 miles-per-hour.
>
> Two-way from a point 50 feet west of Maple Lane (M. P. 279.79 to a point 0.15 mile east of Mount Baldy Road (M. P. 281.30): 45 miles-per-hour 1/
>
> 1/ Except that between a point 500 feet west of Hamilton Lane (M. P. 280.55) and a point 500 feet east of Hamilton Lane (M. P. 280.75) the indicated

large amount of such funds is being expended to complete the heavily traveled Mt. Hood Highway. Mr. Caufield recalled that the Portland Roads and Highway Committee had gone on record as urging the Commission to give preference to US 99 and US 30 over other highways.

Representatives from the City of Bend appeared before the Commission regarding the one-way grid system in Bend and the improvement of Third Street. Mr. Walter Thompson, City Manager, was spokesman for the group and introduced the following: John Truitt, Police Chief; Dr. C. J. Rice, Mayor pro tem; Jack Dempsey, City Commissioner; and Geo. Breest, City Commissioner, all from Bend. Mr. Thompson stated that they did not consider it necessary to bring up the matter of the one-way grid system in Bend because they had just gone over the proposed couplet with the Traffic Engineering Division, and that the City of Bend would continue to work with that department on the project. At the request of Mr. Thompson, the Secretary read aloud Resolution No. 679, adopted by the City Commission of Bend on April 20, 1960, in which the City Commission of Bend resolved as follows: (1) To request the Highway Commission to program the proposed improvement of East Third Street in the City of Bend from Franklin Avenue north to the city limits; (2) To advise the City of Bend of its share of the cost by providing to the City the estimated cost of the curbs and gutters so the budgeting for the City's share of the project may be accomplished; and (3) To get the proposed improvement project underway at once. Their main concern, Mr. Thompson continued, is when the program can get underway. Chairman McIver stated that the Commission will consider the delegation's request and advise them of its decision. The Engineer commented that the Highway Department is in accord with the request for construction of this project and when funds are available for work in the City of Bend consideration should be given to earmarking funds for the Third Street improvement. However, as there are other requests for projects within the City, the City should also be in accord as to the No. 1 project. Mr. Thompson replied that the City Commission of Bend considers the Third Street Project as having number one priority, and the City Commission is desirous of knowing when highway funds will be available so that the City can budget its share of the project. The Third Street improvement, he pointed out, is definitely needed because of the heavy traffic during peak hours on the existing highway through town, particularly at the junction of US 20 and US 97 and also because of the contemplated construction of a new pulp mill which will add to the congestion. Chairman McIver thanked the group for coming in and assured them that every consideration will be given to their request. 10:45 D

Mr. C. N. Teegarden, Yamhill County Court, was spokesman for a delegation from Yamhill and Washington County Courts who appeared before the Commission regarding improvement of the Tualatin Valley Highway from Forest Grove south to St. Joseph Junction near McMinnville. Appearing with Mr. Teegarden were Clayton Nyberg, Hillsboro, Washington County Commissioner; Homer Waltz, Forest Grove, Chamber of Commerce; and Guy Shumway, McMinnville, Yamhill County Commissioner. Mr. Teegarden read aloud a letter from 11:00 D the Yamhill County Court requesting the realignment and improvement of ORE 47 between McMinnville and Forest Grove. This highway, he stated, was built in 1920, is only 16 feet wide, and serves not only through traffic but also the communities of Forest Grove, Gaston, Yamhill, Carlton and McMinnville. Although an attempt has been made to widen the highway by placement of a narrow strip along the edge of the road, he added, this strip is very unsatisfactory since 11:00 D it settles below the concrete slab. He spoke of the many sharp curves, of the log hauling on the highway the year round, and of the increased traffic load on the highway due to new industry in Washington County. Regarding ORE 240 (Yamhill-Newberg Highway) between Newberg and Yamhill, he commented that the State had satisfactorily improved the east end of the highway a few years ago and inquired if there are any plans to resurface the west end. The County Court, he continued, sincerely urges that a survey be made this year on Highway ORE 47 between McMinnville and Forest Grove with improvement commencing as early as possible. On behalf of the Yamhill County Court he thanked the Commission for past favors. Mr. Shumway concurred in Mr. Teegarden's remarks. Mr. Nyberg stated that the Yamhill and Washington County Courts are in agreement that the Tualatin Valley Highway from Forest Grove to St. Joseph Junction, north of McMinnville, needs immediate consideration. The traffic count, he continued, has been gradually increasing over the years and as a result the existing route cannot be utilized to its fullest potential because of the nature and quality of the alignment and surface. Improvement of the route, he believed, would afford better accessibility for highway users to the north and central beaches, would give the people of the Willamette Valley an alternate route to Portland and points north, would increase the value of the property along the highway and allow for the orderly and effective development of the area, would attract freight traffic to the route, and would offer a better opportunity for residents and students of Tualatin Valley to visit and attend colleges in the Willamette Valley. He concluded by expressing appreciation for the opportunity of presenting this matter and requesting that every consideration be given to this improvement. Mr. Waltz added that with the completion of the Tualatin Valley Highway to a four-lane facility between Forest Grove and Portland, the next natural step would be improvement of the section from Forest Grove to McMinnville, and he also expressed the hope that the Commission would see its way clear to improve the highway as soon as possible. Chairman McIver thanked the delegation for bringing this matter to the Commission's attention and advised them that all possible consideration will be given to their request.

11:15 D Members of The Dalles Chamber of Commerce appeared before the Commission concerning improvement of the Tygh Grade on US 197 north of Tygh Valley in Wasco County. Mr. Don Williams, Chairman of the Highway Committee of the Chamber of Commerce, The Dalles, acted as spokesman and introduced the following members of the group: James A. Hunt, County Judge of Wasco County; Vic Peterson, Peterson Insurance Company and Chamber of Commerce, both from The Dalles;

The Engineer stated that the city of Springfield has proposed, for experimental purposes, to close Main Street for the last ten days in August and to route traffic over North "A" Street. Main Street and South "A" Street now serve as a one-way couplet for the McKenzie Highway through the city and the plan is to route westbound traffic on North "A" Street and eastbound traffic on South "A" Street, and to allow no vehicular traffic whatsoever on Main Street between Third and Eighth Streets;however, traffic will be allowed to use cross streets. Existing traffic on Main Street which is also the center of the business district, is extremely heavy and it was the Engineer's thought that the closing of Main Street, as proposed, might provide distinct advantages for the traveling public and for those people who wish to shop in the city. Log haulers are agreeable to this routing and he recommended approval of the city's plan as a trial proposition for ten days time. The Commission adopted the recommendation.

The Parks Superintendent stated that the Visitor's Service Committee of the Portland Chamber of Commerce wants to conduct dedication ceremonies at Rooster Rock State Park when the facilities now being constructed are completed. He recommended approval of the request. The Commission accepted his recommendation.

The meeting recessed at 12:00 noon and reconvened at 1:30 p.m. with the same persons present and participating.

A delegation representing the city of Bend came before the Commission regarding widening to four lanes and construction of curbs and gutters on The Dalles-California Highway between Franklin Street and the south city limits of Bend. Present were Walter T. Thompson, City Manager; L. R. Shields, T. D. Sexton, Vern Larson, City Commissioners, and Frank Loggan of the Bend Chamber of Commerce. Mr. Thompson, who acted as spokesman, introduced the other members of the delegation and requested the State make the improvement between Franklin Street and the south city limits this year. The cost, he stated, has been estimated at $189,000.00 and the city has available funds to match 25 percent of the total cost. Chairman Reynolds remarked that previously the city had requested a survey of this project which has just recently been completed but the Commission has made no commitment to perform the work; moreover, no formal request for the improvement has been received from the city. He inquired if the city wishes now to request construction at this time. Mr. Thompson replied in the affirmative. He also stated that the city would like to request an additional survey now for rerouting The Dalles-California Highway along Third Street north from Franklin Street, and a cost estimate for the same. Later on, he added, the city would like a similar survey for the Central Oregon Highway in and near Bend, and also on Galveston Avenue, which is used as the route to the Cascade Lakes Highway. He requested that the section from Franklin Street north be surveyed first. Chairman Reynolds stated that construction from Franklin Street south to the city limits would have to be placed in a future program. Mr. Thompson requested that the project be included in the next program. Concerning the additional surveys mentioned by Mr. Thompson, Chairman Reynolds stated that a formal letter of request from the city should be directed to the Highway Commission. It was his feeling that the State could complete the survey north from Franklin Street and that careful consideration would be given to including the construction from Franklin Street south in formulating the next construction program if the work cannot be done sooner. Commissioner McIver inquired if there had been any requests from within the city for a by-pass to the east. Mr. Thompson replied negatively. Chairman Reynolds again reminded the delegation to submit a letter of request for the surveys.

Mr. Paul Seibert and Mr. Richard Montgomery, Jr., representing the Cement Association of Oregon appeared before the Commission concerning the use of portland cement in highway pavement construction. Mr. Seibert stated that the purpose of their appearance at this time is to introduce themselves and their product. They wish only to have portland cement used where it is the best product for highway construction and they plan to make their publicity campaign factual. He offered to provide engineering assistance and advice concerning the use of portland cement. Mr. Montgomery emphasized that their campaign is a public relations move and they do not intend to attempt to discredit the use of asphalt in highway construction. The Engineer remarked that Mr. Seibert and Mr. Montgomery had offered to clear publicity material with him before releasing it to the public. He mentioned, however, that such clearance through him or his office could not be taken as an endorsement for their product. Chairman Reynolds stated that the Commission's position is to provide the best type of highways for the people of Oregon as economically as is possible and that it would be up to the portland cement people to prove the superiority of their product. He also observed that whereas the Commission approves the location and kind of highway to be constructed, they still must rely upon the advice of the Engineer in that regard.

A delegation representing the Grant County Stockgrowers Association came before the Commission concerning improvements to the John Day Highway northerly from its junction with Route 26 near Dayville in Grant County to Service Creek in Wheeler County. The following people were present: Larry Williams, Vice President, Grant County Stockgrowers, Canyon City; Leo Flower, Monument, and Darrell Johnson, Prairie City, both of Grant County Stockgrowers Association; John Murtha, Gilliam Stockgrowers Association; Condon; Van Rietmann, Gilliam County Commissioner, Condon; Virgil Chapman, Prairie City Chamber of Commerce; Floyd Martin, Portland Chamber of Commerce, Roads & Highways Committee; Ernest Fatland, Chairman, Commercial Club Highway Committee, Condon. Mr. Larry Williams acted as spokesman and introduced the other members of the delegation. He pointed out that even though Highway 26 had been reconstructed over the Ochoco Mountains, it still is more economical to transport livestock from Grant and Wheeler Counties to Portland via the John Day Highway and the Columbia River Highway. However, the road is very narrow and crooked and because of these conditions, a great deal of livestock is shipped south and east to market. Were the highway improved, he said, livestock from central Oregon would be shipped to Portland. He called attention to the fact that there are no railroad facilities in Grant and Wheeler Counties and that all freight must be hauled by trucks. Mr. Chapman urged improvement of the road so that cattle can be hauled to Portland in less time, thereby reducing

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED

11-123 (19)

AGENDA
JUN 2 1960

4 i

May 24, 1960

Oregon State Highway Commission

Gentlemen:

The City of Bend, by action of its Commission on May 19, 1960, has requested a change in the routing of The Dalles-California Highway through the city of Bend.

The City has agreed to the elimination of the existing route of The Dalles-California Highway in Bend from Greenwood Street northerly to the north city limits if and when the highway is rerouted along Third Street with a new junction being constructed near the northerly limits of the city. I am attaching a map on which these details are shown.

The City, as indicated in the resolution, has agreed to cooperate in the cost of this project at the present time in an amount equal to 25 per cent of the cost of the necessary construction and right of way between Franklin and Revere Streets which unit has been estimated to cost $221,461.

In view of the City's desire to change the location of the road and its offer of cooperation, it is my recommendation that the project be approved subject to signing of an acceptable agreement with the City and securing approval from the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the June 2-3 meeting.

Very truly yours,

Forrest Cooper

Forrest Cooper
Acting State Highway Engineer

FC:fn

Encl.

NOTED
FLOYD QUERY

S & C

May 24, 1960

Mr. W. T. Thompson
City Manager
City of Bend
Post Office Box 431
Bend, Oregon

Dear Mr. Thompson:

This will acknowledge receipt of Bend City Commission Resolution No. 681 dated May 19, 1960, which refers to rerouting of The Dalles-California Highway from East First Street, Deschutes Place, and Wall Street to East Third Street. The resolution also contains an offer of cooperation in the cost of this project in an amount of 25 per cent of the estimated cost.

Based on the City's offer to take back the existing route northerly of Greenwood Street and to cooperate in the cost, this matter will be presented to the State Highway Commission at its meeting June 2-3 for consideration. I shall advise you of the Commission's action.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

FC:fm

cc Mr. W. C. Williams
Mr. Victor D. Wolfe

CITY OF BEND
Post Office Box 431 BEND, OREGON Telephone EV 2-4211

May 20, 1960

State of Oregon
State Highway Department
Salem, Oregon

Attn: Mr. Victor D. Wolfe

Re: File No. 31249, City of Bend
North City Limits -
Franklin Avenue Section
The Dalles-California Highway
Deschutes County

Gentlemen:

Confirming our telephone conversation of May 19, 1960, I am sending you the executed deed for a portion of Block 26, Riverside Addition to Bend, Oregon. I am very pleased to be able to tell you that there will be no charge made for this land.

Also enclosed is the original Resolution No. 681 requesting the improvement and widening of a section of East 3rd Street, along with Resolution No. 682 which requests certain traffic lights.

Your co-operation in handling these matters for us is greatly appreciated.

Sincerely yours,

W. T. Thompson

W. T. Thompson
City Manager

WTT:mw
Enc.

RECEIVED
MAY 23 1960
OFFICE OF
STATE HIGHWAY ENGINEER

Re: Your File 31249
City of Bend North City Limits
Franklin Avenue Section
The Dalles-California Highway
Deschutes County, Oregon.

RESOLUTION NO. 681

WHEREAS the City Commission of the City of Bend, Deschutes County, Oregon, has previously by resolution evidenced a desire to accomplish the above improvement project and to participate financially therein, and

WHEREAS it is thought that possibly the entire project can be done in segments and the City Commission of the City of Bend is desirous of expressing its approval to such a plan, NOW, THEREFORE,

THE CITY COMMISSION OF THE CITY OF BEND DOES RESOLVE AS FOLLOWS:

1. The State of Oregon Highway Department is hereby requested to immediately improve that segment of the above project from Franklin Avenue northerly to Revere Avenue in accordance with the plans of the State Highway Department.

2. The City of Bend offers to participate in the financing of such project by paying 25% of the total cost thereof which said 25% is estimated to be in the amount of $55,365.00, with the total cost of the project estimated to be $221,461.00.

3. The City of Bend, Oregon is financially able at this time to pay its share as aforesaid.

4. The City of Bend requests the Highway Department to submit its proposal for cooperative improvement of this segment of the above project at the earliest opportunity.

5. Urgent request is made for immediate consideration of this matter.

Read and adopted by the Commission this 19th day of May, 1960.

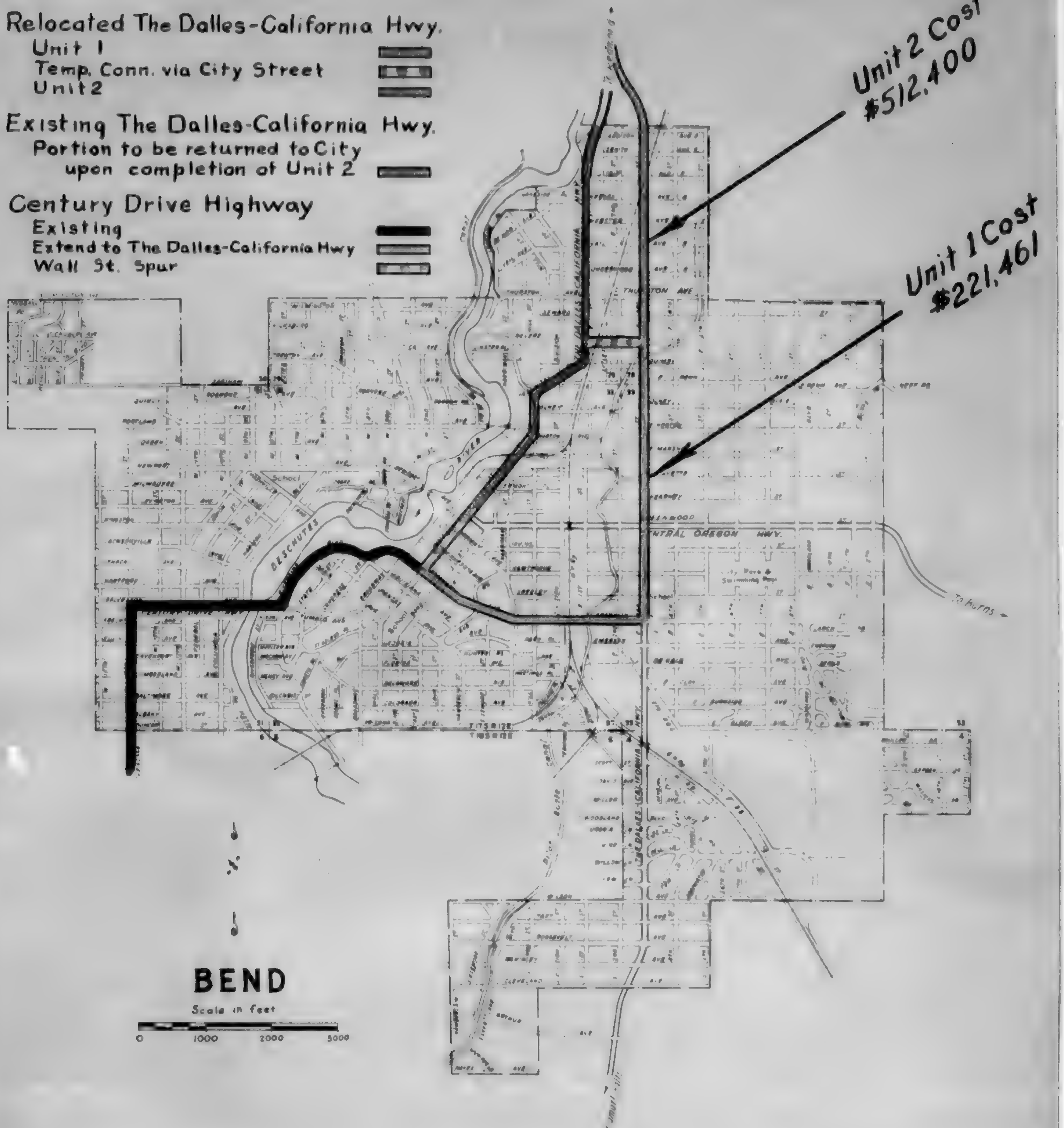
YEAS: 2 NAYS: 0

Approved and signed by the Mayor the 19th day of May, 1960

William E. Miller
Mayor

ATTEST:

Lelia S. Johnson
Recorder of the City of Bend.



Relocated The Dalles-California Hwy.
Unit 1
Temp. Conn. via City Street
Unit 2
Existing The Dalles-California Hwy.
Portion to be returned to City upon completion of Unit 2
Century Drive Highway
Existing
Extend to The Dalles-California Hwy
Wall St. Spur
DESCHUTES
RIVER
THURSTON AVE
CENTRAL OREGON HWY.
To Burns
THE DALLES-CALIFORNIA HWY.
City Park & Swimming Pool
School
Scale in feet
0
1000
2000
3000

Unit 2 Cost
$512,400

Unit 1 Cost
$221,461

BEND

Rev 5-25-60 TB

Nov 11 , 57

P

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[illegible] 1960
FOR FILING
[illegible]
[illegible]

Salem, Oregon
May 16, 1960

North Third Street Section,
The Dalles-California
Highway, City of Bend

Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Pursuant to your instructions, I met this past week with Walt Thompson, City Manager of Bend, re the above subject. Accompanying me were Dean Swift, Clarence Swenson, and H. S. Cox.

I advised Mr. Thompson that we undoubtedly would recommend favorably to the Highway Commission a project from Franklin Boulevard to Revere Street at a total estimated cost of $222,000, on a cooperative, 25 per cent city - 75 per cent state, basis.

Included in the package, the City is to take over the responsibility for the existing route from the north junction of the proposed Third Street Project to Greenwood Street.

Mr. Thompson indicated that the City had the necessary $55,000 for its share and that he would recommend it favorably to the City Commission at its meeting on Tuesday or Wednesday, the 17th or 18th.

It was his belief that the City would accept the proposal made to it.

Mr. Edwards advises me that this survey is far enough along that the project could undoubtedly be let early this summer.

VDW

Victor D. Wolfe
Administrative Assistant

VDW:er

cc Mr. Tom Edwards
Mr. Clarence Swenson
Mr. Dean Swift

FORM E-30X 50M 2-60 26119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 5, 1960

SUBJECT: Third Street Section
Bend
The Dalles-California Highway

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

In line with your assignment of April 22 on the above subject I am attaching one copy of our cost estimate broken down as follows:

1. North Junction-Revere Street
   Construction $503,000
   Right of Way $10,000
2. Revere Street-Greenwood
   Construction $137,000
   Right of Way $3,000
3. Greenwood-Franklin Boulevard
   Construction $80,000
   Right of Way $2,000

This gives a total cost of Construction of $720,000, including structures, Right of Way $15,000.

Tom Edwards
Construction Engineer

By

D. J. Barbee

D. J. Barbee
Asst. Construction Engineer

DJB:jk

cc: Victor D. Wolfe - with attachments

RECEIVED
1960

FOR FILING
11-123 (19)
5935

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
May 5, 1960

SUBJECT: Third Street Section
Bend
The Dalles-California Highway

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

WCW.
Wolfe is reviewing
I suggested consideration of
2 or 3 - 50/50 agreement re [illegible]
on streets not needed for Hwy after change

In line with your assignment of April 22 on the above subject I am attaching one copy of our cost estimate broken down as follows:

1. North Junction-Revere Street
   Construction $503,000
   Right of Way $10,000
2. Revere Street-Greenwood
   Construction $137,000
   Right of Way $3,000
3. Greenwood-Franklin Boulevard
   Construction $80,000
   Right of Way $2,000

This gives a total cost of Construction of $720,000, including structures, Right of Way $15,000.

Tom Edwards
Construction Engineer

By D. J. Barbee

D. J. Barbee
Asst. Construction Engineer

DJB:jk

cc: Victor D. Wolfe - with attachments

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

Form [illegible]

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET
SHEET 1 OF 3 SHEETS

Bend N. Junction - Franklin Ave. Section
N Junction - Revere St.

Item	Unit	Net	Allow	Gross	Unit Cost	Amoun
Clearing & Grubbing	All					3980
Removal of Misc. Conc.	All					—
Drainage Exc., Uncl.	Cu. Yd.	106	11	117	9.00	1053
General Exc., Uncl.	" "	22899	2290	25189	2.00	50378
Sp. Borrow Exc. Uncl.	" "	62650	6265	68915	.50	34,45
Short Overhaul	Yd. Sta.	59,304	5930	65234	.02	1305
Long " "	C. Yd. Sta.	1526	153	1679	.50	840
Truck Haul on Sp. Borrow	Yd. Mile	294,150	29,415	323565	.17	550
Finishing Rdbed & Slopes	Mile	.83	-	.83	1000.	830
Rounding Cutbanks	Lin. Ft.	800	80	880	.20	176
8" Conc. Sewer Pipe	" "	171	17	188	2.50	470
12" Corr. Metal Pipe	" "	100	10	110	3.75	413
18" " " "	" "	230	23	253	5.00	1265
60" C.M.P. w/20" Elbow 10 ga.	" "	98	10	108	35.00	3780
Extra for pipe under pavmt.	" "	-			3.00	-
Concrete Inlets Type G	Ea.	7	1	8	90.00	720
" " Type D	"	1	1	2	120.	240
8" Drain Well 25' Deep	"	5	1	6	150.	900
8" Drain Well Below 25'	Lin. Ft.	750	75	825	5.50	4538
8" Steel Well Casing	" "	75	8	83	5.00	415
Concrete Manhole Type B	Ea.	—			300.	-
Concrete Curbs Type C	Cu. Yd.	59	6	65	60.	3900
Sp. Concrete Curbs	" "				65.	-
Concrete Sidewalks	Sq. Yd.				5.00	-
Remove Rock Wall	Lin. Ft.				2.00	-
Cement Rubble Wall	" "				40.00	-

Form E-40-300

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 2 OF 3 SHEETS

Bend N Junction - Franklin Ave Section

N Junction - Revere St.

Item	Unit	Net	Allow	Gross	Unit Cost	Amount
Concrete Steps	Cu Yd.	–			75.	–
Sr. Backfill in Drains	Ton	22	2	24	5.00	120
Metal Guard Rail	Lin. Ft.	2654	265	2919	3.00	8757
Metal Sight Posts	Ea.	22	2	24	6.75	162
Safety Fence, Median Type	Rod.	6	1	7	6.00	42
Coarse Crushed Mat'l in Base	Ton	13,870	1387	15257	2.25	34,328
3/4-0 Mat'l in Base, Shldrs & Walk	-	3287	329	3616	2.35	8498
Sprinkling	M-Gal	405	41	446	3.00	1338
Preparation of Base	Mile	.83	–	.83	1000.	830
3/4-0 in Binder	Ton	231	23	254	3.75	953
RC-3 - .	-	26	3	29	50.	1450
Class B Asphaltic Conc.	.	4204	420	4624	7.50	34,680
RS-1 in Tack	.	3	1	4	75.	300
Furn & Place Agg in O-11	Ton	462	46	508	3.75	1905
120-150 in O-11 Mat	-	22	2	24	55.00	1320
RS-1 . . .	.	7	1	8	60.	480
Extra for AC. Approach	Ea.	21	2	23	30.	690
						260,520
	+ 20% Eng & Contg -					52,104
	Total					312,624
Structural Exc. Uncl.	Cu Yd	109	11	120	9.00	1080
Conc in Box Culv & Wall	- .	80	8	88	70.	6160
Metal Reinf. . -	Lbs	9900	990	10,890	.15	1634
12" Spiral Weld Pipe & 90°T	Lin Ft.	72	7	79	5.00	395
						321,893

Form 2-6-104

ORDGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET 3 OF 3 SHEETS

Bend [illegible] Junction - Franklin [illegible] Section

N Junction - Percy St.

		321,893
Remove Str Over Swalley Canal		2500.
Structure Over N Unit Canal	4950 @ 11.00	54,450
R.R. Separation	8580 @ 14.00	120120
		498,963
Right of Way		10000
Water Lines		400
Meter Connections		525
Extra Work Testing Drain Well		202
Flagging		800
Signs		1000
Traffic Markers		500
		512,390

W/O Right of Way $502 390

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 1 OF 3 SHEETS

Bend N. Junction - Franklin Ave Section

Revere - Greenwood

Item	Unit	Net	Allow	Gross	Unit Cost	Amount
Clearing & Grubbing	All					1920.
Removal of Misc. Cons.	All					1600
Drainage Exc., Uncl.	Cu. Yd.	76	8	84	9^{00}	756
General Exc., Uncl.	" "	7212	721	7933	2^{00}	1586
Sp. Borrow Exc. Uncl.	" "	-			.50	-
Short Overhaul	Yd. Sta.	34900	3490	38,390	.02	768
Long " "	C. Yd. Sta.	292	29	321	.50	161
Truck Haul on Sp. Borrow	Yd. Mile	-			.17	-
Finishing Rdbed & Slopes	Mile	.53	-	.53	1000.	530
Rounding Cutbanks	Lin. Ft.	-			.20	-
[illegible]" Conc. Sewer Pipe	" "	120	12	132	2^{50}	330
[illegible]" Corr. Metal Pipe	" "	-			3^{75}	-
[illegible] " "	" "	-			5^{00}	-
[illegible] C.M.P. w/30° Elbow 10ga.	" "	-			35^{00}	-
[illegible] for pipe underdrain	" "	47	5	52	3^{00}	156
Concrete Inlets Type G	Ea.	8	1	9	90^{00}	810
" Type D	"	-			120.	-
[illegible] Drain Well 25' Deep	"	7	1	8	150.	1200
[illegible] Drain Well Below 25'	Lin. Ft.	1050	105	1155	5^{50}	6353
[illegible] Steel Well Casing	" "	105	11	116	5^{00}	580
Concrete Manhole Type B	Ea.	-			300.	-
Concrete Curbs Type C	Cu. Yd.	127	13	140	60.	8400
Sp. Concrete Curbs	" "	75	8	83	65.	5395
Concrete Sidewalks	Sq. Yd.	591	59	650	5^{00}	3250
[illegible] Rock Wall	Lin. Ft.	-			2^{00}	-
[illegible] Rubble Wall	" "	-			40^{00}	-

Form [illegible]

TABULATION SHEET

OREGON STATE HIGHWAY DEPARTMENT

SHEET 2 OF 3 SHEETS

Bend N. Junction - Franklin Ave Section

Revere - Greenwood

Item	Unit	Net	Allow	Gross	Unit Cost	Amount
Concrete Steps	Cu. Yd.	2	1	3	75.	225
Backfill in Drains	Ton	16	2	18	5^{00}	90
Metal Guard Rail	Lin. Ft.	–			3^{00}	–
Metal Sight Posts	Ea.	–			6^{75}	–
Safety Fence, Median Type	Rod.	34	3	37	6^{00}	222
~~Conc~~ Crushed Mat'l in Base	Ton	7469	747	8216	2^{25}	18486
¾-0 Mat'l in Base, Shldrs & Walk	"	1938	194	2132	2^{35}	5010
Sprinkling	M-Gal	188	19	207	3^{00}	621
Preparation of Base	Mile	.53	–	.53	1000.	530
¾-0 in Binder	Ton	311	31	342	3^{75}	1283
RC-3 " "	"	34	3	37	50.	1850
Class B Asphaltic Conc.	"	4002	400	4402	7^{50}	33015
RS-1 for Tack	"	4	1	5	75.	375
Furn & Place Agg in 0-1½	Ton	–			3^{75}	–
120-150 in 0-1½ Mat	"	–			55^{00}	–
RS-1 " " "	"	–			60.	–
Extra for A.C. Approach	Ea.	26	3	29	30.	870
						110,65
	+ 20% Eng & Conty.					22,130
	Total					132,78

TABULATION SHEET

OREGON STATE HIGHWAY
DEPARTMENT

SHEET 3 OF 3 SHEETS

Bend N Junction - Franklin Ave Sect.
Revere to Greenwood

	132,78
Right of Way	3000
Water Lines	1000
Meter Connections	1350
Extra Work Testing Drain Wells	283
Flagging	100
Signs	500
Traffic Markers	250
	139,265

w/o Right of Way $136,265

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 1 OF 3 SHEETS

Bend N. Junction – Franklin Ave Section

Greenwood – Franklin

Item	Unit	Net	Allow	Gross	Unit Cost	Amount
d Grubbing	All					1600
of Misc Cons.	All					900
Exc., Uncl.	Cu. Yd.	44	4	48	9.00	432
Exc., Uncl.	· ·	3656	366	4022	2.00	8044
Borrow Exc. Uncl.	· ·	–			.50	–
Overhaul	Yd. Sta.	–			.02	–
· ·	C.Yd. Sta.	–			.50	–
Sp. Borrow	Yd. Mile	–			.17	–
Rdbed & Slopes	Mile	.28	–	.28	1000.	280
Cutbanks	Lin. Ft.	–			.20	–
Sewer Pipe	· ·	195	20	215	2.50	538
Metal Pipe	· ·	–			3.75	–
· ·	· ·	–			5.00	–
w/20° Elbow 10 ga.	· ·	–			35.00	–
pipe under/pavmt.	· ·	48	5	53	3.00	159
Inlets Type G	Ea.	6	1	7	90.00	630
· Type D	· ·	–			120.	–
Well 25' Deep	–	2	1	3	150.	450
Well Below 25'	Lin. Ft.	300	30	330	5.50	1815
Well Casing	– ·	30	3	33	5.00	165
to Manhole Type B	Ea.	1	1	2	300.	600
Curbs Type C	Cu. Yd.	76	8	84	60.	5040
Curbs	· ·	13	1	14	65.	910
Sidewalks	Sq. Yd.	632	63	695	5.00	3475
Rock Wall	Lin. Ft.	665	67	732	2.00	1464
Rubble Wall	· ·	130	13	143	40.00	572

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION
SHEET 2 OF 3

Bend N Junction - Franklin Ave. Section
Greenwood - Franklin

Item	Unit	Net	Allow	Gross	Unit Cost	Amount
Concrete Steps	Cu Yd.	4	1	5	75.	375
Sp. Backfill in Drains	Ton	4	1	5	5^{00}	25
Metal Guard Rail	Lin. Ft	-			3^{00}	-
Metal Sight Posts	Ea.	-			6^{75}	-
Safety Fence, Median Type	Rod.	-			6^{00}	-
Coarse Crushed Mat'l in Base	Ton	3888	389	4277	2^{25}	9623
Agg Mat'l in Base, Shldrs & Walk	"	1009	101	1110	2^{35}	2609
Sprinkling	M-Gal	98	10	108	3^{00}	324
Preparation of Base	Mile	.28	-	.28	1000.	280
Agg in Binder	Ton	162	16	178	3^{75}	668
RC-3 " "	"	18	2	20	50.	1000
Class B Asphaltic Conc.	"	2083	208	2291	7^{50}	17183
RS-1 in Tack	"	2	1	3	75.	225
Furn & Place Agg in O-11	Ton	-			3^{75}	-
120-150 in O-11 Mat	"	-			55^{00}	-
RS-1 " " "	"	-			60.	-
Extra for A.C. Approach	Ea.	23	2	25	30.	750
						65,284
	+ 20% Eng & Conty.					13,05
	Total					78,34

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET
SHEET 3 OF 3 SHEETS

Bend N. Junction - Franklin Ave Sect.

Greenwood - Franklin

	78,344
Right of Way	2000
Water Lines	400
Meter Connections	525
Extra Work Testing Drain Wells	80
Flagging	100
Signs	500
Traffic Markers	250
	82,196

w/o Right of Way $80,196

RECEIVED

FOR FILE
U-123 (19)

STATE HIGHWAY COMMISSION MEETING

5725

Delegation Representatives from City of Bend re one-way grid system in Bend, and the Third Street improvement.

Date April 22, 1960

Time 10:45 a.m.

Name	City or Town	Capacity
Walter Thompson (spokesman)	Bend	City Mgr.
John Truitt	"	Police Chief
Dr. C.J. Rice	"	Mayor pro tem
Jack Dempsey	"	City Commissioner
Geo. Breest	"	" "

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APR 25 1960

FOR FILING

U-123 (19)
5925

Salem, Oregon
April 22, 1960

Third Street Section
Bend

Mr. Tom Edwards
Construction Engineer
OFFICE

Please have a cost estimate made or brought up to date on the so-called Third Street Section of The Dalles-California Highway in Bend. I believe it would be well to "dust off" our cost data from the north junction point to Revere Street and break the estimate from there southerly to Franklin into two units, using Greenwood as the dividing point.

A delegation from the City of Bend indicated to the Commission at its meeting today that it would co-operate in construction of the part within the city. It would appear that this is a desirable project to start bringing into focus, as the present City Commission of Bend seems to be very favorable to the change.

As a part of the over-all picture, it would be desirable to eliminate the existing route from the highway system from the north junction to Greenwood Street and the Cascade Lake Secondary could be extended easterly along Franklin to Third.

This matter should be expedited, as the City may wish to budget the necessary funds and would have to know the amounts within the next three or four weeks.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams

AGENDA
APR 22 1960
10 45 AM.

April 8, 1960

Mr. Walt Thompson
City Manager of Bend
City Hall
Bend, Oregon

Dear Mr. Thompson:

This is to confirm a telephone conversation with this office yesterday with Mr. C. W. Head for an appearance by a delegation representing the City of Bend at the next Highway Commission meeting concerning the one-way grid system in Bend.

Fifteen minutes of time has been reserved for your group, beginning at 10:45 a.m., Friday, April 22nd, in Room 418 State Highway Building, Salem.

The note I have before me indicates that your group is also interested in the Third Street improvement.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

cc: Commissioners
W. C. Williams

10:45 A.M.
D

RESOLUTION NO. 679

WHEREAS on January 15, 1958 the City Commission of the City of Bend duly passed Resolution No. 606 requesting the budgeting and programming of the widening and improving of E. Third Street from Franklin Avenue north to the City limits of Bend, Oregon, and further requesting notice as to the cost of the City of Bend share of such improvement,and

WHEREAS on the 9th day of February, 1959, the City Commission of the City of Bend duly passed Resolution No. 650 reiterating the request contained in its former Resolution No. 606 and further proposing to pay its share of the cost of the project by paying the entire cost of the curbs and gutters,and

WHEREAS the City of Bend is desirous of renewing its request and restating its previous position to the Oregon State Highway Commission

NOW, THEREFORE, the City Commission of the City of Bend does resolve as follows:

1. To hereby and herewith request the Oregon State Highway Commission to budget and program the proposed improvement of E. Third Street in the City of Bend from Franklin Avenue north to the city limits.

2. To advise the City of Bend of its share of the cost thereof by providing to the City of Bend the estimated cost of the curbs and gutters so that budgeting may be accomplished to pay for same.

3. To get the contemplated and proposed improvement project under way at once.

Read and adopted by the City Commission this 20th day of April, 1960.

YEARS: 7 NAYS: 0

Approved and signed by the Mayor this 20th day of April, 1960.

William E. Miller
Mayor

ATTEST:

Johnson
Recorder of the City of Bend

FORM E-30 80M 11-59 15880

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 7, 1960

SUBJECT:

To:
Mr. Floyd Query
Office

Mr. Walt Thompson, City Manager of Bend, telephoned this afternoon requesting an appointment with the State Highway Commission at its next meeting. He stated that it was concerning the one-way grid system in the City of Bend.

He mentioned that the Bend City Commission had not given up hope of the Third Street improvement, and that there would be about six people in their group, including the Mayor, three City Commissioners, and himself. He further stated that this was not a pressure group.

I gave him a tentative appointment at 10:45 a.m., April 22, and told him that this would be confirmed tomorrow upon your return to the office.

think MR. Paxson is familiar with this subject.

Cec

C. W. Head

CWH:fp

RECEIVED
MAR - 3 1959
FOR FILING

4-123 (19)
5833

March 2, 1959

Mr. W. T. Thompson
City Manager
City of Bend
Post Office Box 431
Bend, Oregon

[illegible]

Dear Mr. Thompson:

Reply is made to your letter of February 11, 1959, concerning the development and improvement of the The Dalles-California Highway through the city of Bend following the Third Street route.

Our estimate of the cost of this project is approximately $752,000. No funds are available, at this time, to finance a project of this magnitude.

It should be clearly understood that no commitment has been made by the State Highway Commission for construction of this project. The survey was made at the request of the City and the Highway Commission has never considered the matter of construction funds nor can I advise you when such funds might be available. No funds for this improvement are provided for the 1959-1960 fiscal year.

Very truly yours,

W. C. Williams
State Highway Engineer

TE:jw FC:fn:ae

cc to: Mr. Forrest Cooper
Mr. Tom Edwards
Mr. C. G. Swenson
Mr. Dean Swift

CITY OF BEND
Post Office Box 431 BEND, OREGON Telephone EV 2-4211

February 11, 1959

Floyd Query, Secretary
Oregon State Highway Commission
via: W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

PLEASE RETURN TO
FORREST COOPER

Gentlemen:

We are enclosing a copy of the City of Bend's Resolution No. 606 passed January 15, 1958, which refers to a Highway Commission meeting held in the Imperial Hotel on June 28, 1957 at which meeting the Highway Commission did authorize a survey to be conducted of East Third Street from Franklin Avenue north to the City Limits of Bend, Oregon. I am also enclosing a copy of my letter of July 5, 1957, which states that on July 3, 1957, as a result of our group meeting with the Highway Commission that the Bend City Commission did authorize me, as City Manager, to request the Highway Commission to have such a survey conducted. This letter of July 5, 1957 confirmed the meeting of the Highway Commission and the action taken at that meeting and also our City Commission meeting of July 3, 1957.

On February 9, 1959, the City of Bend, with the understanding that the survey had been completed by the Highway Department, passed Resolution No. 650, a copy of which is enclosed.

The intent of Resolution No. 650 passed by the Bend City Commission was to determine whether or not the survey had been completed to the extent that a cost estimate of the City of Bend's share of such an improvement had been arrived at and was available. The City of Bend is very anxious to have Highway 97 from the north City Limits south to Franklin Avenue widened and improved in the same manner that Highway 97 is being widened at the present time from Franklin Avenue south to the City Limits.

The City of Bend will very shortly be preparing its budget for our fiscal year, 1959-60, and for that reason would like to know if your department can give us any idea as to when we might be called upon to furnish our portion of the cost of such an improvement and if so, the amount of money that would be involved in the estimate.

We are very well pleased with the progress on the improvement of South Third Street. The cooperation of the Division Engineer, Mr. Swift, and his entire department is very much appreciated. Babler Brothers and the utility companies have all worked together and the abutting property owners along the project are very well pleased with the progress being made. By timing the improvement so as not to interfere with the tourist season during the summer has certainly been a help in dealing with the motel and restaurant people along South Third and is very much appreciated by myself and the City of Bend.

Very truly yours,

W. T. Thompson

W. T. Thompson
City Manager

WTT/ce

Encls.

cc: C. G. Swenson, Engineer
County and City Relations
State Highway Department
Salem, Oregon

Dean Swift, Division Engineer
State Highway Department
Bend, Oregon

July 5, 1957

The Oregon State Highway Commission
Salem, Oregon

ATTN: Mr. W. C. Williams, State Highway Engineer

Gentlemen:

The Bend City Commission did, at its regular meeting on July 3, 1957, authorize me, as City Manager, to request the Highway Commission to have a survey conducted of East Third Street from Franklin Avenue north to the City Limits in Bend, Oregon. It is their wish that the same type of construction be used north of Franklin Avenue as has been drawn up in the plans and specifications for the widening and improvement of South Third Street from Franklin Avenue south to the City Limits. The improvement then, would consist of four 12-foot lanes, two 8- foot parking strips - one on each side of the Highway, and the curb and gutter. An overpass would also be needed as well as possible control lights at the Franklin Avenue intersection and also at the intersection of Third Street and Highway No. 20 or Greenwood Ave.

It is the wish of the Bend City Commission that after such a survey is complete and a cost estimate is available that the improvement be budgeted and programed so that it could be completed as soon as possible with the understanding that the City of Bend would pay one-fourth of the cost of the project.

5591

At your convenience I would appreciate receiving an estimate of our cost of the improvement of the South Third Street project so that we may pass a Resolution of Intent to Improve, and have that portion of the legal formality out of the way before the job is let.

Very truly yours,

W. T. Thompson

W. T. Thompson,
City Manager

WTT:dmt

RESOLUTION NO. 650

WHEREAS on the 15th day of January, 1958, the City Commission of the City of Bend passed and adopted its Resolution No. 606, requesting the State Highway Commission to complete its survey of East Third Street northerly from Franklin Avenue to the north City Limits of Bend, Oregon, and to submit plans and specifications therefor, together with a cost estimate and proposal thereon so that the City of Bend could assure its financial cooperation in line with its budgetary procedures, and

WHEREAS, it is understood that survey, plans and specifications and cost estimates have been completed, but that the same have not been transmitted to the City of Bend,

NOW, THEREFORE, the City Commission of the City of Bend does resolve as follows:

1. The City of Bend reiterates its requests contained in its said Resolution No. 606, by asking for submission to it of plans, specifications, estimates and proposal from the State Highway Department.
2. The City of Bend proposes to pay its share of said construction project by paying the entire cost of curbs and gutters.
3. The City of Bend requests consideration of this resolution at the earliest possible time.

Read and placed upon its passage the 9th day of February, 1959.

YEAS: 5　　NOES: 0

/s/ M. L. Rogers
Mayor

ATTEST:

JULIA S. JOHNSON

/s/ Julia S. Johnson
Recorder of the City of Bend

RESOLUTION NO. 606

WHEREAS Walter T. Thompson, City Manager of the City of Bend, and three members of the Bend City Commission did meet with the Highway Commission at 1:30 p.m. on Friday, June 28, 1957, at the Imperial Hotel in Portland and,

WHEREAS,

On request from that group the Highway Commission did authorize a survey to be conducted of N. Third Street from Franklin Avenue north to the City limits of Bend, Oregon, and,

WHEREAS

Such a survey has been made and the plans and specifications for the improvement are nearing completion, NOW THEREFORE,

THE CITY OF BEND DOES RESOLVE AS FOLLOWS:

The Bend City Commission requests that after the plans and specifications are complete and the cost estimate is available, the improvement be budgeted and programed so that the widening of north Third Street can be completed as soon as possible.

Your attention is further called to the City Manager's letter of July 5, 1957, which confirmed the City of Bend's request and the action taken by the State Highway Commission on June 28, 1957.

It is further requested by the governing body of the City of Bend that it be informed as to the City's share of the cost of the widening and improving of Third Street from Franklin Avenue north at your earliest convenience so that budget arrangements can be made by the City to handle its share of the cost of the project.

Read and placed upon its passage January 15, 1958.

YEAS: 7 NAYS: 0

Approved and signed by the Mayor the 15th day of January, 1958

Mayor

ATTEST:

Recorder.

RECEIVED
OCT 14 1957
FOR FILING

U-123(19)

[illegible]

Cross Referenced To:

Cross Referenced To:

October 14, 1957

Mr. W. T. Thompson
City Manager
Bend, Oregon

Dear Mr. Thompson:

Reply is made to your letter of October 1 concerning the survey being made on East Third Street between Franklin Avenue and the north city limits. We advise that at this time the ground control work has been completed in the field, and we are ready to begin detailing the balance of the work in our photogrammetry section.

With respect to the project on South Third Street from Franklin Avenue to the city limits, I can only advise you that as of this date the Highway Commission has not programmed any money for this work.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. H. B. Glaisyer

FC:me fn

CITY OF BEND
Post Office Box 431 BEND, OREGON Telephone EV 2-4211

1 October 1957

REFERRED TO
[illegible]
BY SECRETARY

[illegible]

State Highway Commission
State of Oregon
Salem, Oregon

ATTN: H. B. Glaisyer, Secretary

Gentlemen:

I wish to refer to Mr. Williams' letter of July 10, 1957, and request any information you have as to the status of the project mentioned in the first paragraph of that letter. I refer to the survey being made on East Third Street in Bend from Franklin Avenue north to the City limits.

It is the wish of the Bend City Commission that this project progress as rapidly as possible in order that money may be budgeted both by the City and the State Highway Department for its completion as soon as feasible.

In regard to the second paragraph of Mr. Williams' letter, referring to the South Third Street improvement from Franklin Avenue to the south city limits, at an estimated cost of $178,226.40, we are also interested in the present status of this proposed project. We did meet with the Highway Commission at 1:30 P.M., June 28, 1957 and were told at that time no money was available for the South Third Street improvement. However, Chairman Reynolds did say that the project would be programed and budgeted at a later date. The earlier this project can be done in the spring of 1958 the better it will be because of the heavy tourist traffic beginning about the first of June. The Pacific Power & Light Co., The Pacific Telephone & Telegraph Co., The Bend TV Cable Co., and the Consumers Gas Corp. will all have to move their present services. They continually are asking the City when their part of the improvement must be completed. Therefore, any information you can give us as to when this particular job will be let, will be greatly appreciated.

Respectfully yours,

W. T. Thompson

W. T. Thompson,
City Manager

WTT:dmt

RECEIVED
MAY 16 1956
FOR FILING

11-123 (19
5925

Cross Referenced To:

Cross Referenced To:

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 14, 1956

SUBJECT: Proposed Illumination Installation
East Third Street & Franklin
Bend

To: Dean Swift
Division Engineer
Division IV

Representatives of the Pacific Power and Light Company and Mr. George, of our office, have discussed the possible relocation of the luminaires and poles from the island area at the above-named location to the shoulder area. There are two poles on our original plans that will be affected by this proposed move. The relocation of these units will produce essentially the same light pattern and if the City of Bend is concerned about maintaining the steel poles in the island area, this office would have no objection to their relocation providing these units are mounted directly opposite the location shown on the plans.

There are two units shown on the plans which you submitted, one in the northeast quadrant and one in the northwest quadrant which were not on our original recommended plan and are, therefore, no concern of the Highway Department.

For E. L. Crandall
Traffic Engineer

LWG:bc

cc: G. S. Paxson ✓

NOTED
G. S. PAXSON

RECEIVED
MAY 15 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible] - 1956
FOR FILING

REFERRED TO.
G. S. Paxson 5/1/56
BY ASST. TRAFFIC ENGR.

In accord with City Mgr. Thompson's letter of 4/5/56 & Cathrall's response

Cross Referenced To:

Cross Referenced To:

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 27, 1956

[illegible] (19)

5823

To: Memorandum to Files

SUBJECT: Illumination Installation
Third and Franklin Streets
US99
Bend

On Wednesday, April 25, 1956, a discussion was held with Mr. Cecil Laird regarding the above-named illumination project. Mr. Laird had several changes in illumination pole locations created by the fact that the illumination of this location will eventually tie into the proposed future lighting west on Franklin and south on Third. The pole relocations, as proposed by Mr. Laird, are shown on the attached plan in red and as may be seen, will not affect the pattern of light insofar as channelization is concerned.

There are also shown on this same plan, in green, additional luminaires as proposed by the Pacific Power and Light Company. These luminaires will fit into future plans for lighting as mentioned previously. Mr. Laird inquired whether or not the Department would have any objections to the company recommending those units shown in green to be used as approach lighting for the intersection. It was explained to Mr. Laird that there would be no objections since the light recommended by the Highway Department was designed to create a pattern of illumination for the channelization only and that no lighting on the approaches of the intersection was recommended to the City. It was also explained that the City of Bend had been informed that the originally recommended plan of lighting accepted by them in their agreement was entirely adequate for the illumination of the channelization which is being installed as a part of that project. The Highway Department did not recommend any illumination on the approaches since there are City streets involved and do not form a portion of this project. Mr. Laird also was informed that the Department would have no objections to moving the luminaire poles from the island to a shoulder location.

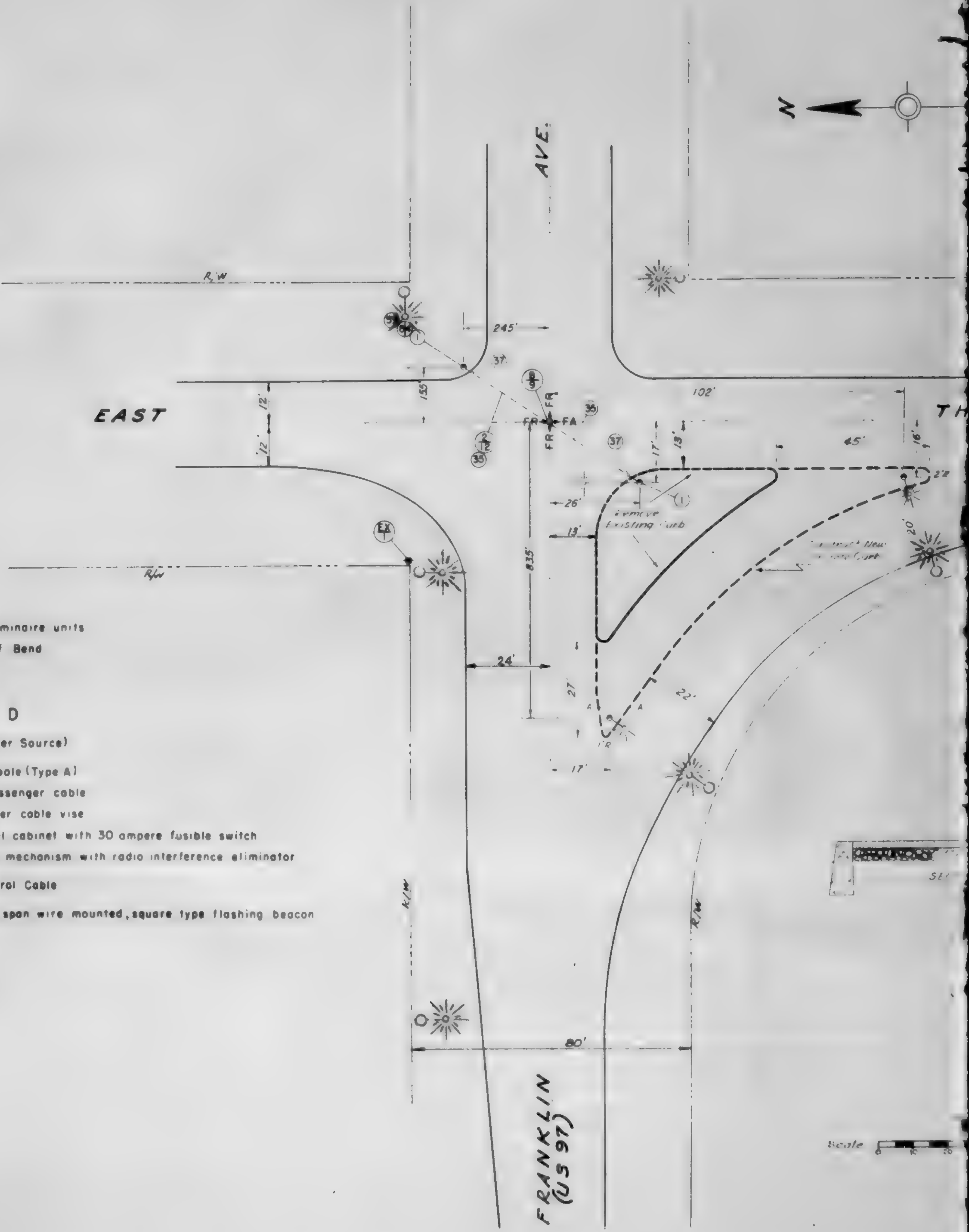
Previous instructions regarding this project from Mr. Head stated that we should perform any necessary consultation with the Pacific Power and Light Company that was required to expedite the project. This was done at this meeting and there will also be at least one or two further meetings required to coordinate that portion of the installation which is to be jointly used for the flashing beacon and illumination.

L. E. George
Signal Engineer

RECEIVED
MAY 2 1956
OFFICE OF
STATE HIGHWAY ENGINEER

LEG:bc
Attachment

NOTED
G. S. PAXSON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13'
Construct New Curb
20'
EX
R/W
83.5'
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27'
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R/W
R/W
80'
FRANKLIN
(US 97)
SE
Scale
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10
20

Proposed mercury-vapor luminaire units
to be installed by city of Bend

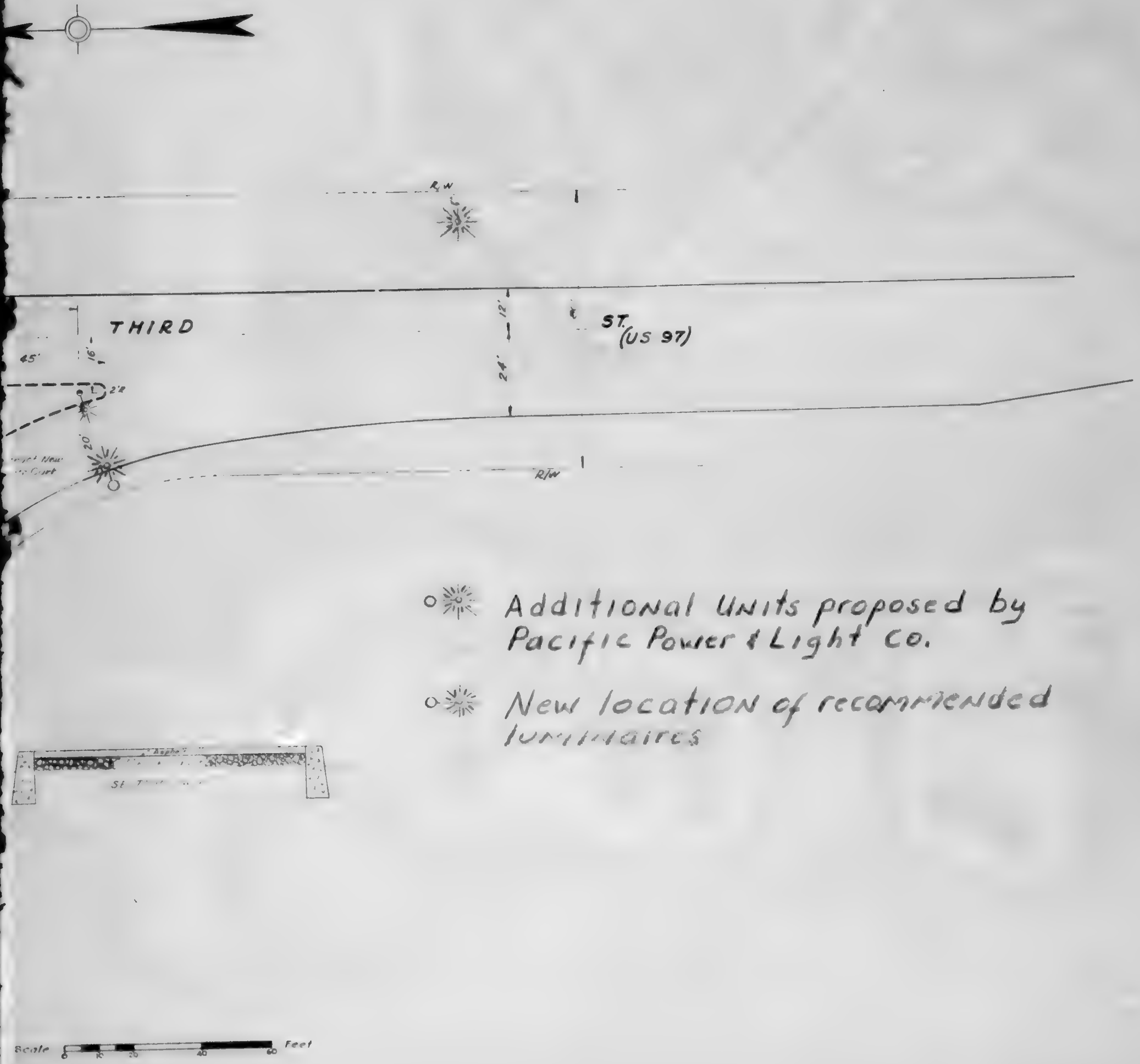
L E G E N D

EX	Existing power pole (Power Source)
1	Install 24ft steel strain pole (Type A)
35	Install 3/8" galv. steel messenger cable
37	Install galv steel messenger cable vise
54	Install 5"x12"x15" galv steel cabinet with 30 ampere fusible switch
59	Install single-pole flasher mechanism with radio interference eliminator
2/12	Install 2-wire No. 12 Control Cable
⊕	Install four-way, one light, span wire mounted, square type flashing beacon

ORIGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

FLASHING BEACON
AND
CHANNELIZATION

East Third St & Franklin Ave.
BEND
Nov. 4, 1955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40
60
Feet

Additional Units proposed by Pacific Power & Light Co.

New location of recommended luminaires

RECEIVED
APR 9 - 1956
FOR FILING

4-723 (12)

3420

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 30, 1956

SUBJECT: Proposed Truck Route
3rd Street & Revere Street
1st Street-Franklin Street Section
Bend

To:
G. S. Paxson
Assistant Highway Engineer
Office

Mayor Taylor, City Manager Thompson, discussed with the writer, Dean Swift and L. E. George of the Highway Department, our thoughts with respect to the establishment of a truck route from the intersection of Third and Franklin, northerly on Third Street to Revere, westerlyuon Revere to First Street. The writer advised them this was a matter which should be discussed and taken up with Mr. Cattrall. They were further advised that Mr. Fred Hageman of Mr. Cattrall's office was in Bend on this date (March 28) and perhaps he could be contacted and advise them of proper procedures.

I did, however, advise them that it was my thought that there was sufficient legal "machinery" for the City to proceed through proper ordinance or minute-entry to so designate the above streets as a truck route alternate for The Dalles-California Highway (US97) and portions of the Central Oregon Highway (US20). That if they adopted such ordinance the Highway Department then would be in a position to indicate this route with appropriate signs the intersection at Third and Franklin, Third and Greenwood and First and Revere. That is the point at which it leaves US97, crosses US20 and rejoins US97.

The question was asked if there would be any financial participation on the part of the State Highway Department on this project, and they (the City) were told by the writer that he did not know that this was a subject that would have to be discussed in detail with Mr. Cattrall.

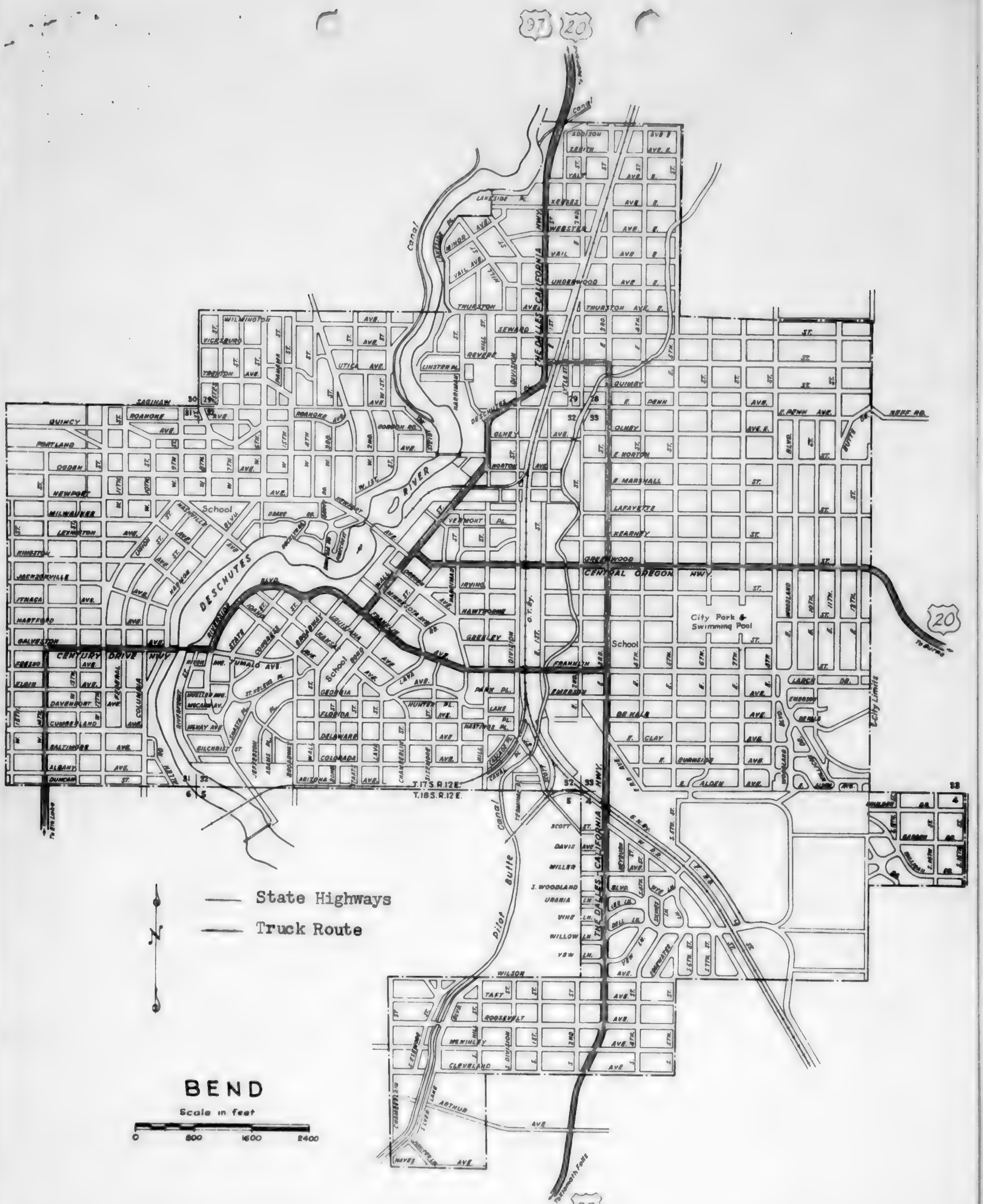
J. Al. Head
Assistant Traffic Engineer

JAH:njs
W. C. Williams
cc: John Cattrall
Forrest Cooper
Dean Swift

Attachment

NOTED
G. S. PAXSON

RECEIVED
2 1956
OFFICE OF
STATE HIGHWAY ENGINEER


97
20
Canal
THE DALLES-CALIFORNIA HWY.
DESCHUTES RIVER
CENTRAL OREGON HWY.
CENTURY DRIVE HWY.
School
City Park & Swimming Pool
City Limits
O. T. Ry.
T.17S.R.12E.
T.18S.R.12E.
Pilot Butte Canal
To Tumalo Falls
20
97
WILMINGTON
VICKSBURG
TRENTON
SAGINAW
QUINCY
PORTLAND
OGDEN
NEWPORT
MILWAUKEE
LEXINGTON
KINGSTON
JACKSONVILLE
ITHACA
HARTFORD
GALVESTON
FRESNO
ELGIN
DAVENPORT
CUMBERLAND
BALTIMORE
ALBANY
DUNCAN
ROANOKE
UTICA AVE.
THURSTON AVE.
UNDERWOOD
VAIL
WEBSTER
KEARNEY
LAFAYETTE
E. MARSHALL
E. NORTON
OLNEY
E. PENN
QUIMBY
GREENWOOD
IRVING
HAWTHORNE
GREELEY
FRANKLIN
EMERSON
DE KALB
E. CLAY
BURNSIDE
E. ALDEN
TUMALO AVE.
GEORGIA
FLORIDA
DELAWARE
COLORADA
ARIZONA
SCOTT
DAVIS
MILLER
S. WOODLAND
URBANIA
VINE
WILLOW
YEW LN.
WILSON
TAFT
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McKINLEY
CLEVELAND
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HAYES
State Highways
Truck Route
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Scale in feet
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1600
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RECEIVED
MAR 8 - 1956
FOR FILING

4-1-3 (97)

3123

[illegible]

E. 3rd

February 7, 1956

Hon. Hans Slagsvold, Mayor
City of Bend
6244 Bend, Oregon

Dear Mr. Slagsvold:

The State Highway Commission at its meeting on January 26 discussed a report from the Engineer on the need to improve traffic conditions at the intersection of 3rd and Franklin Streets in your city, which intersection constitutes an angle point in the route of US97.

It appeared from the report that numerous accidents have occurred at this intersection and that to improve the conditions it will be necessary to construct certain channelization and to install a flashing beacon and some overhead luminaire units. The estimated total cost of such work is $6,000, and the Commission was informed that the City has indicated that the City would assume approximately $1,500 of such expense and would also maintain the signal and overhead illumination and would furnish electrical energy to operate these facilities. This note is simply to inform you that the Commission approved the project on such basis.

In the event that your City Council is willing that the project should go forward in conformity with the cooperative arrangement mentioned above, kindly advise this office and an appropriate agreement will be prepared in conformity therewith.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm
cc: F. B. Crandall

FORM E-30X—80,000—10-54—78464

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
December 1, 1955

SUBJECT: Intersectional Treatment
East Third Street and
Franklin Avenue - US97
Bend

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

PLEASE RETURN TO
W. C. WILLIAMS

With respect to the above indicated intersection, I believe you are aware the City of Bend has been after us to develop some betterment in the way of channelization, control, etc. I am attaching hereto a plan of suggested treatment which, in effect, converts the intersection to a more or less standard 4-way with separate right turn lane for US97 southbound movement. The plan as pictured is estimated to cost $6000 and would include monies to correct the reverse super situation.

Accident-wise, for the period January 1, 1950, through June 30, 1955, there were 26 reported accidents at this intersection in which four persons were injured. Eight of the accidents involved vehicles moving on US97. The increase in school activities and general development of the area lying east of the intersection has resulted in considerable east-west traffic movement through the intersection on Franklin.

I believe the treatment has some merit and that the expenditure is justified. Insofar as City officials are concerned, I might say I have talked with the City Manager by phone apprising him of the direction our thinking was taking as regards an attempt to come up with something and he indicated he thought the proposition as outlined in the attached plan would be a move in the right direction.

F B Crandall
F. B. Crandall
Traffic Engineer

Attachment
FBC:ng

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[illegible]
TRAFFIC ENGINEER

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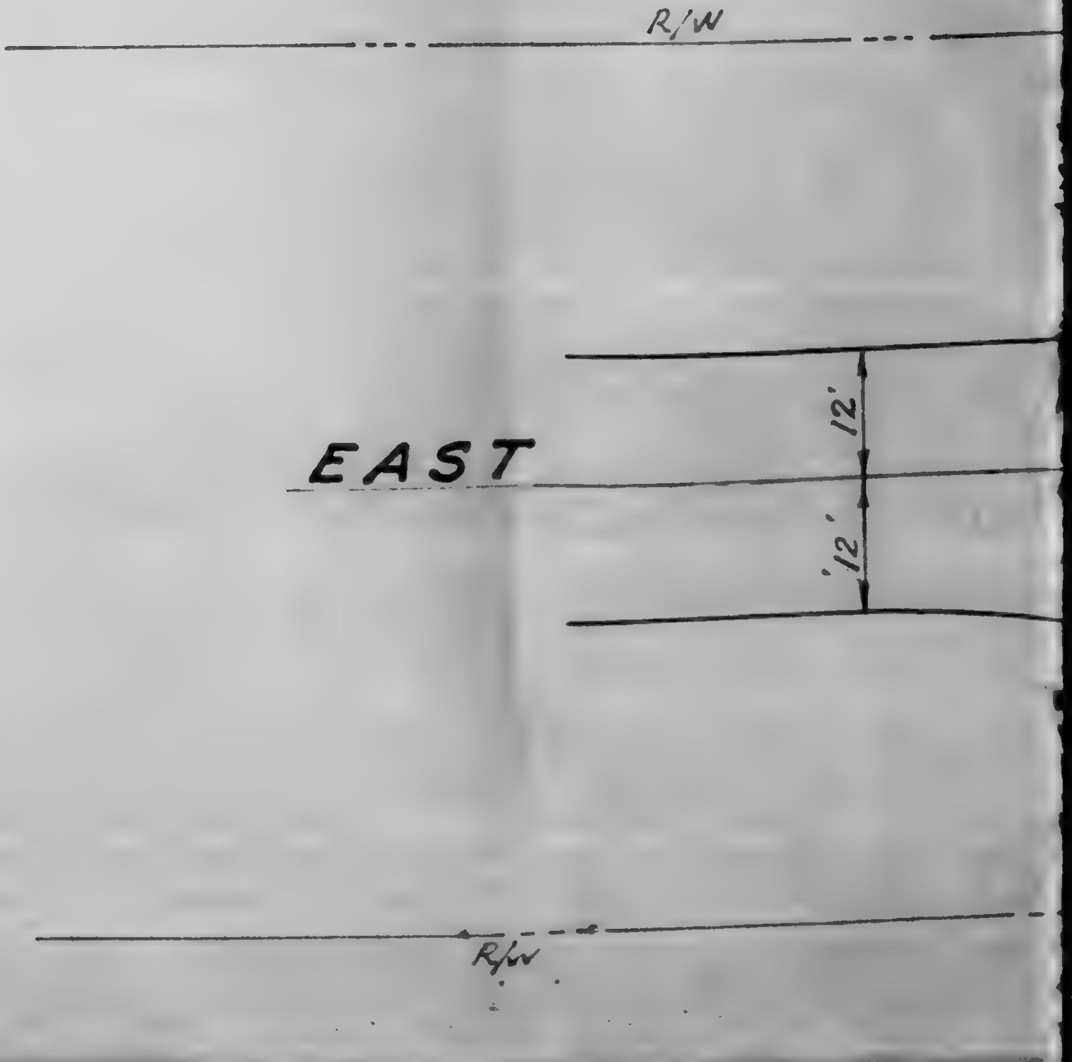
DEC 5 1955
OFFICE OF
STATE HIGHWAY ENGINEER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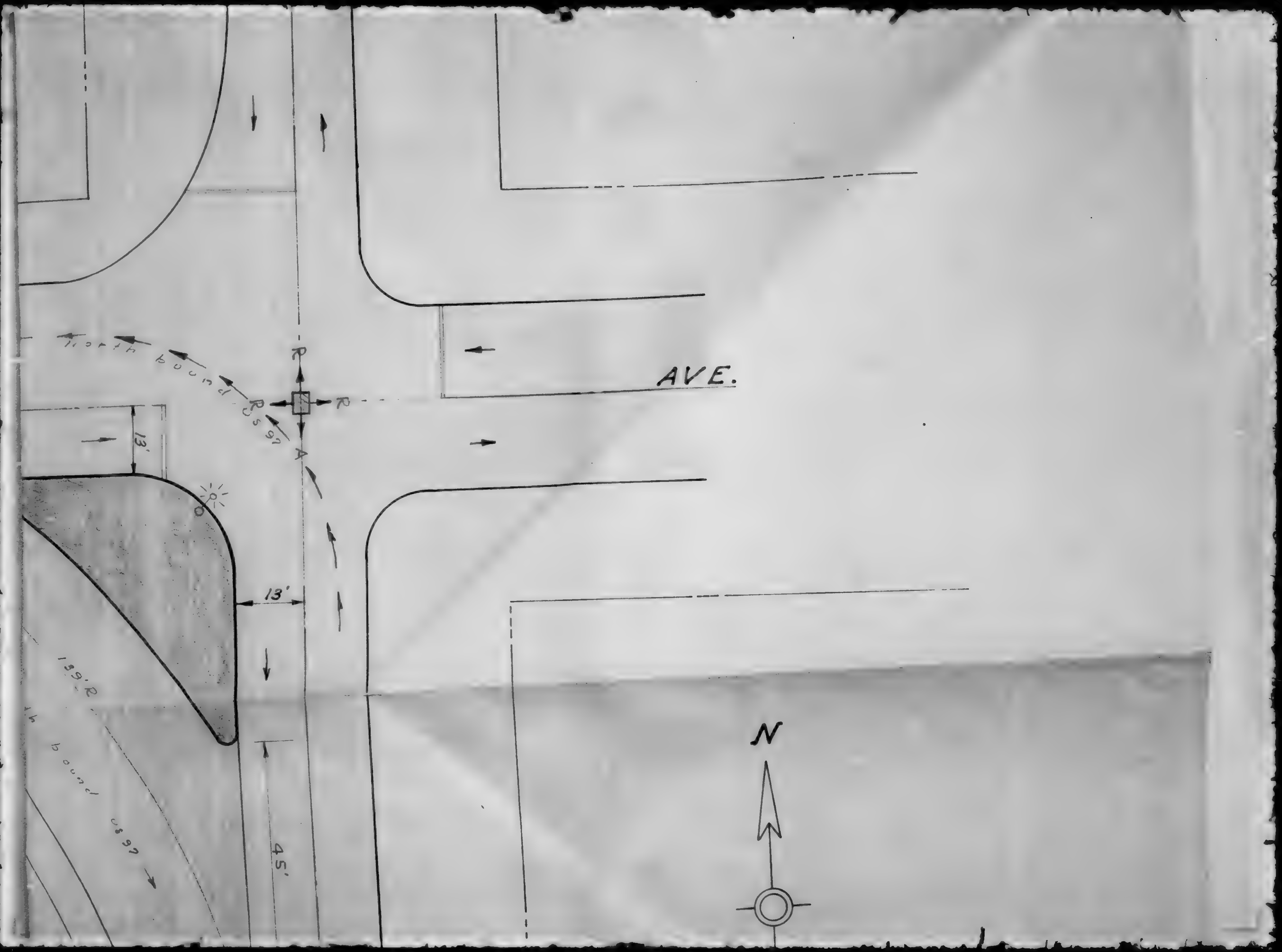
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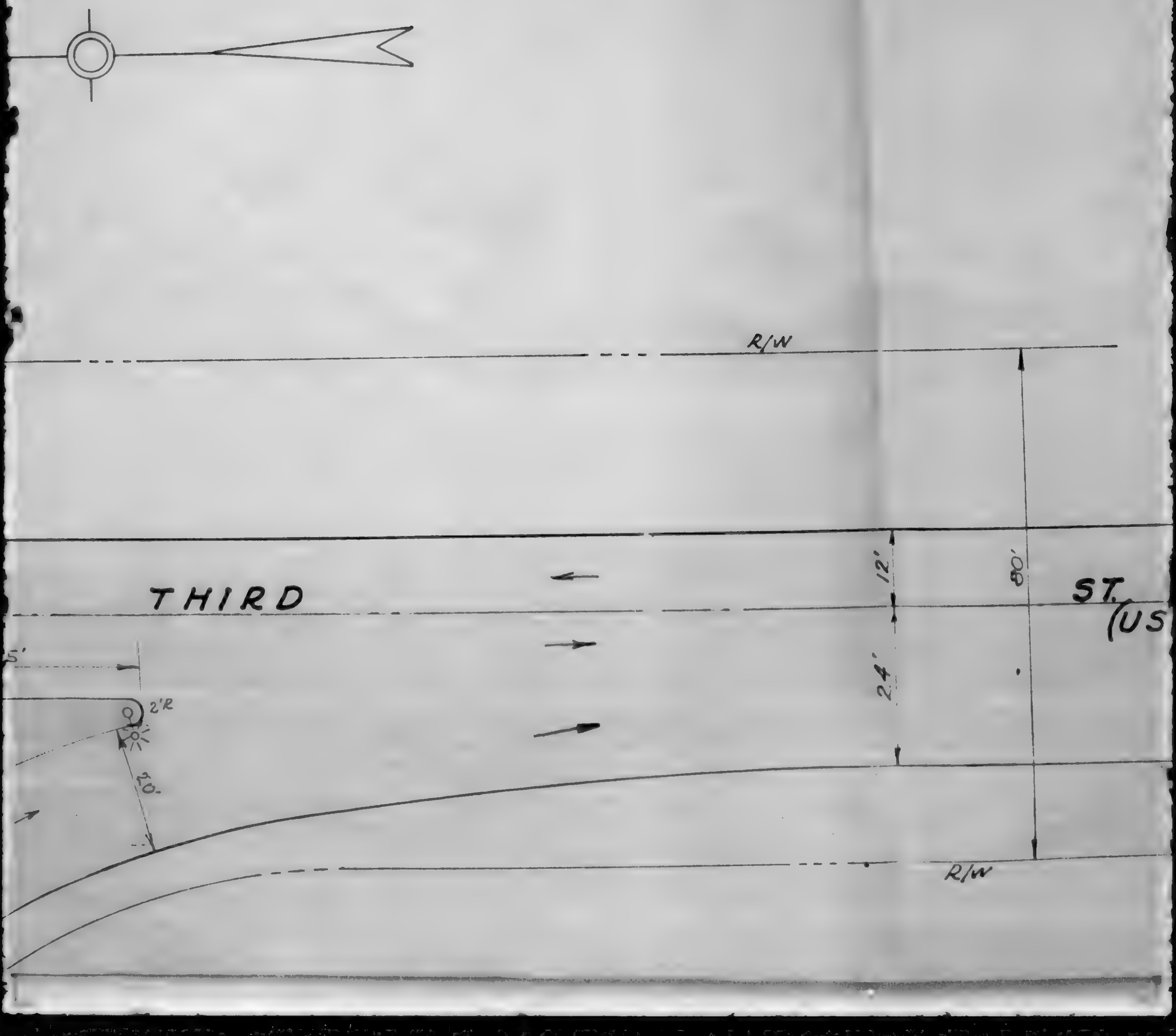

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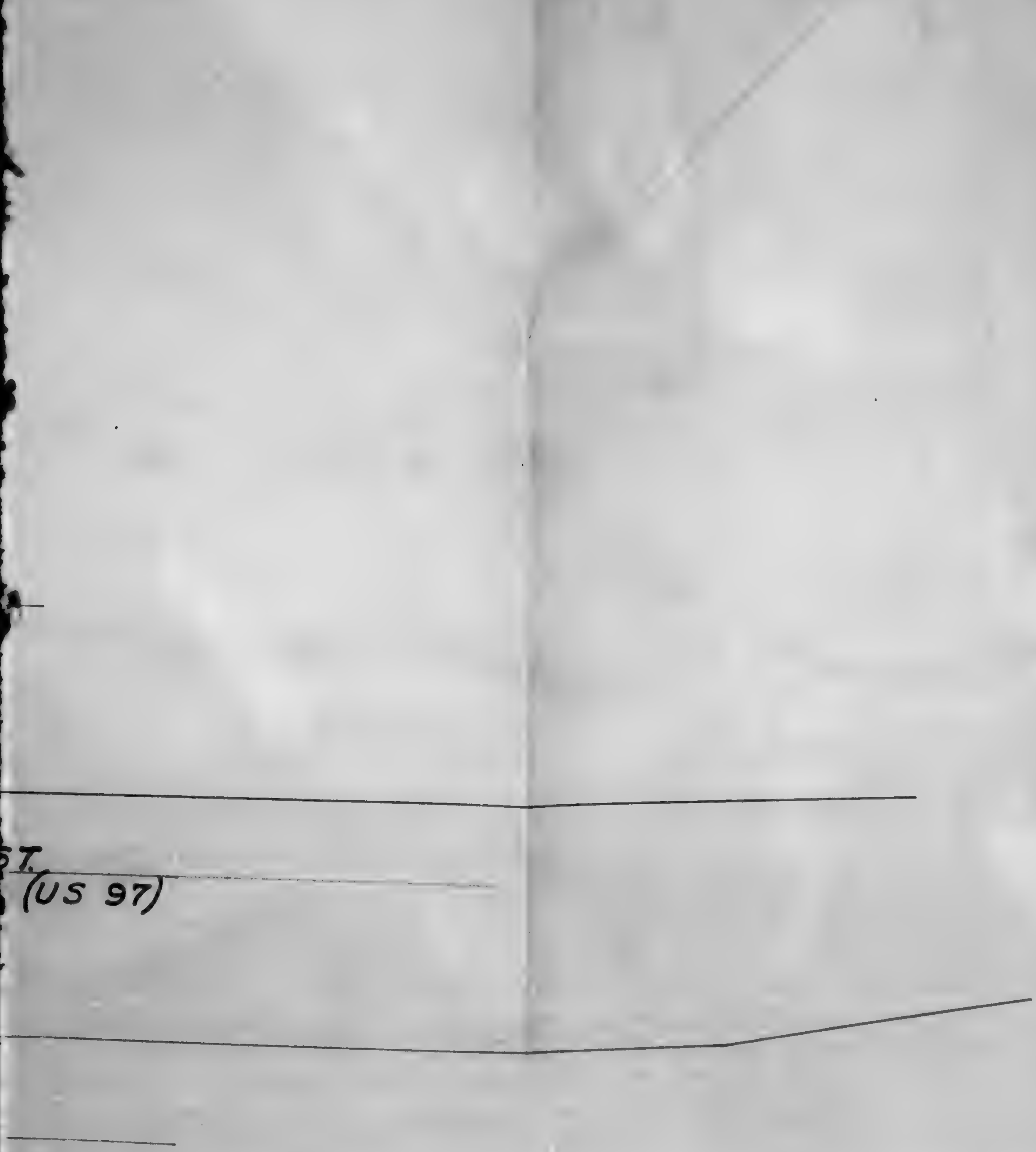
OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

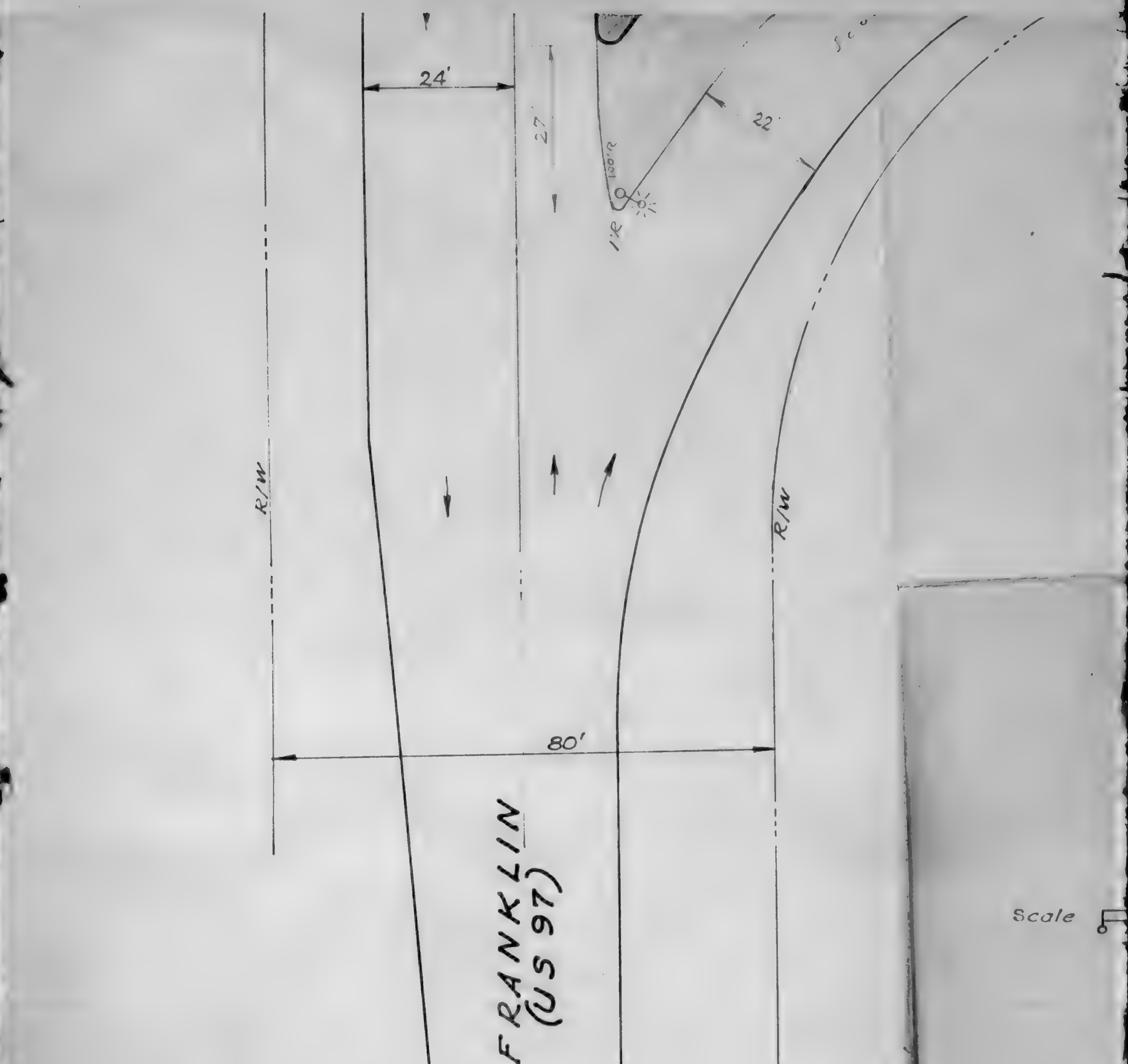
PROPOSED INTERSECTION REVISION

East Third St. & Franklin Ave.

BEND

Nov. 4, 1955




24'
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(US 97)
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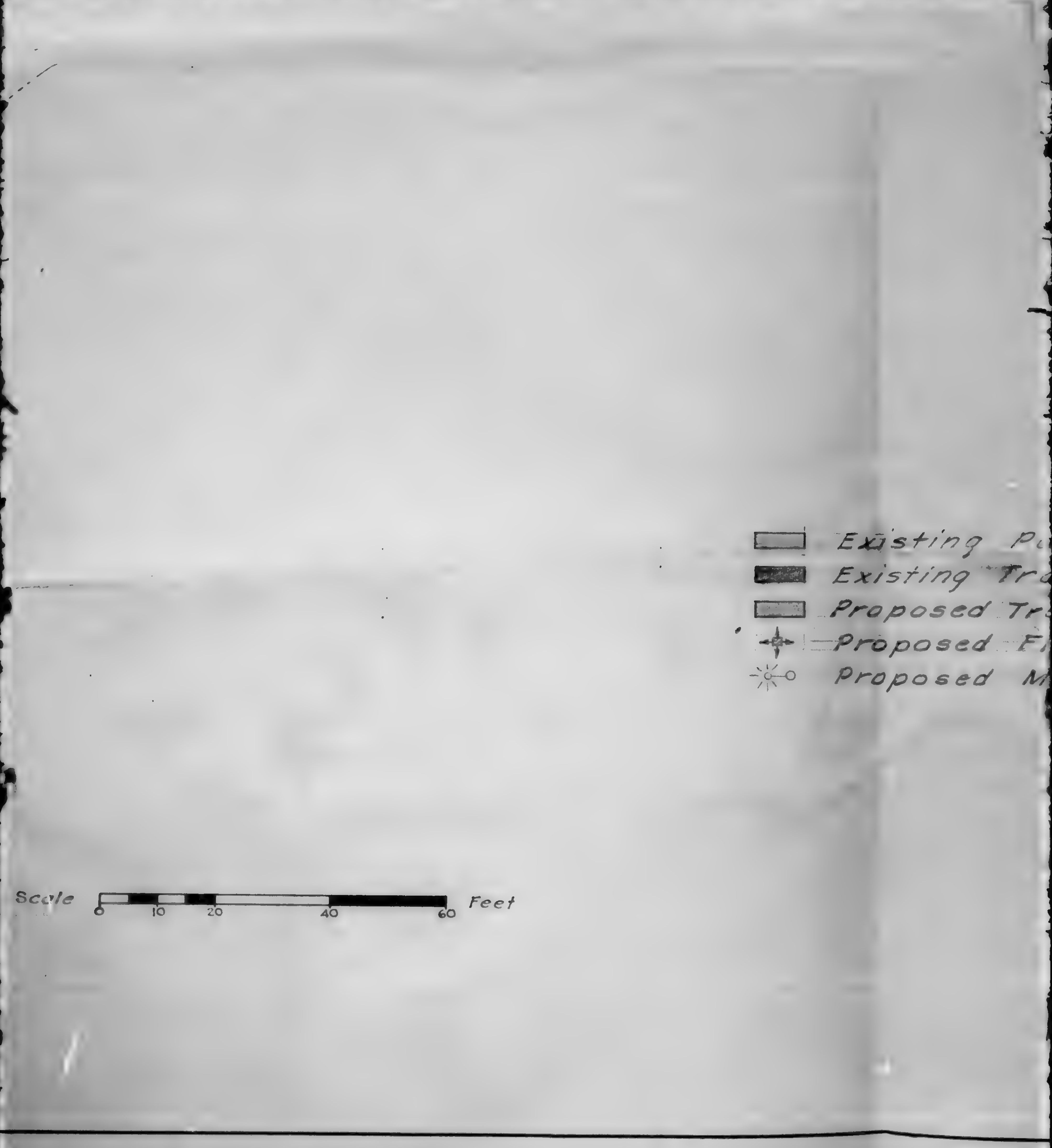

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LEGEND

ing Pavement
ing Traffic Island
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sed Flashing Beacon
sed Mercury Vapor Luminaire

Grading & Paving	$3000.00
Flasher & Illumination	2100.00
Conc. Curb-Asphalt Filled Island	900.00
Total	6000.00

EGEND

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Grading & Paving	$3000 00
Flasher & Illumination	2100 00
Conc. Curb-Asphalt Filled Island	900 00
Total	6000 00

I-80N-7 Encina & Alder Cr. Rd. O'Xing 1960
(7)312 Baker-Pleasant Valley Sec., Old
#5826 Oreg. Trail Hwy. (Struc.)

RECEIVED
1 1971
UTILITY UNIT
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

5421

June 30, 1971

Union Pacific Railroad Company
P. O. Box 8979
Portland, Oregon 97208

ATTENTION: Mr. R. B. Hardin

Re: Drainage Problem
Encina Overcrossing
Baker-Pleasant Valley Section
Old Oregon Trail Highway
Baker County
Your File: D 315 - 2 - 81

Gentlemen:

The work required to correct the erosion from run off originating from the above captioned structure, as detailed in your letter dated April 13, 1971, was completed by our maintenance forces on June 22, 1971.

If any further work is necessary, please contact our District Engineer Mr. G. A. Starkey in LaGrande, telephone 963-3177.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: A. E. Johnson
R. N. Bothman
H. S. Coulter
G. A. Starkey
H. M. Fillmore

UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

5826

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

April 28, 1971

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. R. B. Hardin

Re: Drainage Problem
Encina Overcrossing #5826
Baker-Pleasant Valley Section
Old Oregon Trail Highway
Baker County
Your File No. D 315 - 2 - 81

Gentlemen:

Your letter dated April 13, 1971, calling our attention to erosion from run-off water originating from our structure has been referred to our regional office in LaGrande for handling.

I am advised that our maintenance forces will correct this condition in June of this year.

Very truly yours,

F. D. Morgan
Construction Engineer

By **ORIGINAL SIGNED BY**
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: A. E. Johnson w/copy of UP letter
R. N. Bothman
H. S. Coulter
G. A. Starkey
H. M. Fillmore

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

R. B. HARDIN
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

APRIL 13, 1971

(File Ref. D 315 - 2 - 81)

RECEIVED
APR 16 1971
CONSTRUCTION
DIVISION

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Railroad and Utility Engineer

Dear Sir:

I-80N Overcrossing of UPRR, Encina,
Baker - Pleasant Valley Section -
Old Oregon Trail Highway, Bridge 8302

The above-mentioned highway overcrossing of our main line track near Encina was constructed with downspouts attached to the supporting columns immediately adjacent to our trackage. The discharge of surface run-off water from the overhead roadway is creating considerable slope erosion which is fouling our ballast section. It is also noted that cut-slopes on either side of the track are not protected in any manner to retard erosion.

In order to comply with provisions of the agreement dated September 20, 1962, will you please arrange to dispose of highway drainage in some manner other than directly onto our right of way. Your attention is directed to Part IV, Section 1(i) of the agreement which reads as follows:

> "The State, at its own expense, shall provide and maintain suitable facilities for draining the highway and its appurtenances, and shall not suffer or permit drainage water therefrom to flow or collect upon property of the Railroads. The State at its own expense shall provide adequate passageway for the waters of any streams, bodies of water and drainage facilities (either natural or artificial, and including water from railroad culverts and drainage facilities), so that said waters may not because of any facilities or work of the State be impeded, obstructed, diverted or caused to back up, overflow or damage the property of the Railroads or any part thereof, or property of others."

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

R. B. HARDIN
SUPERINTENDENT
OREGON DIVISION

2325 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

APRIL 13, 1971

(File Ref. D 315 - 2 - 81)

RECEIVED
APR 16 1971
CONSTRUCTION
DIVISION

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Railroad and Utility Engineer

Dear Sir:

I-80N Overcrossing of UPRR, Encina,
Baker - Pleasant Valley Section -
Old Oregon Trail Highway, Bridge 8302

The above-mentioned highway overcrossing of our main line track near Encina was constructed with downspouts attached to the supporting columns immediately adjacent to our trackage. The discharge of surface run-off water from the overhead roadway is creating considerable slope erosion which is fouling our ballast section. It is also noted that cut-slopes on either side of the track are not protected in any manner to retard erosion.

In order to comply with provisions of the agreement dated September 20, 1962, will you please arrange to dispose of highway drainage in some manner other than directly onto our right of way. Your attention is directed to Part IV, Section 1(i) of the agreement which reads as follows:

> "The State, at its own expense, shall provide and maintain suitable facilities for draining the highway and its appurtenances, and shall not suffer or permit drainage water therefrom to flow or collect upon property of the Railroads. The State at its own expense shall provide adequate passageway for the waters of any streams, bodies of water and drainage facilities (either natural or artificial, and including water from railroad culverts and drainage facilities), so that said waters may not because of any facilities or work of the State be impeded, obstructed, diverted or caused to back up, overflow or damage the property of the Railroads or any part thereof, or property of others."

Will you also kindly investigate possibility of rock blanket protection on the adjacent highway slopes where erosion is presently occurring.

Your early consideration and reply are requested, please.

Very truly yours,

R B Hardin

R. B. Hardin,
Superintendent

COPIES TO RN ROTHMAN
HS COULTER - PLEASE ADVISE WHAT ACTION IS TAKEN.
GA STARKEY
HM FILLMORE

RECEIVED
JUN 10 1963
FOR FILING

5726

June [illegible], 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of agreement with the Union Pacific Railroad Company, File No. 2[illegible], dated September 20, 1962.

The above agreement covers the construction of the Baker-Pleasant Valley Section, Project No. I-80N-7(1)306 and the Baker-Pleasant Valley Section (Structures), Project No. I-[illegible](7)312.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RHC:cr

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MAY 17 1963
FOR FILING

11-61 40230

5426

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 16, 1963

SUBJECT: Agreement (easements)
File No. 28058 - Pux 295 - Pux 308
Union Pacific Railroad Company
Encina & Pleasant Valley O-Xings
Baker-Pleasant Valley Section
Old Oregon Trail Highway
Baker County

To: Mr. Floyd Query, Secretary
State Highway Commission
Office

Herewith is a fully executed duplicate original of an agreement with Union Pacific Railroad Company relative to the above-titled matter. This agreement should be filed in your permanent records. You will also find a copy of said fully executed document which may be retained by your office.

Distribution of conformed copies has been made as indicated below.

JNHershberger
J. N. HERSHBERGER
Staff Attorney

JNH:jr
Encls.

cc: R. L. Porter
Ivan Merchant
F. D. Morgan
I. A. DeFrance
A. F. Parson
J. W. Nash
C. H. Maison
Earl F. Saling

NOTED
R. L. PORTER

RECEIVED
MAY 17 1963
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]

1786

[illegible]

RECEIVED
1962
FOR FILE

October 18, 1962

Morrison-Knudsen Co., Inc.
319 Broadway
Boise, Idaho

Gentlemen:

Re: Encina Overcrossing
Contract 5826
Pleasant Valley Overcrossing
Contract No. 5827

This is in answer to your letter of October 2, regarding the subject jobs and to advise you that the final estimate on Contract No. 5826, Encina Railroad Overcrossing and Alder Creek Road Overcrossing, has been processed for final payment. At this time, we have not been able to get the final billing from the Union Pacific Railroad Company on the Pleasant Valley Overcrossing contract, and until such time as this billing is received it will not be possible to make final payment under this contract. Every effort is being made to expedite this billing from the Union Pacific Railroad.

The letter to you dated September 18 covers our attitude on the corrective work on the decks of these two structures. Specifications require deck finishing to be within a tolerance of 1/8-inch in 10 feet. This tolerance was not obtained in the finishing operations, and it was necessary to take corrective measures in this instance by grinding the high spots in the deck and filling the low spots. The method used by your Company to fill the low spots in the deck was not adequate, and before traffic was turned on this bridge the material had disintegrated to the point that it had to be removed. Your Company was notified and given every opportunity to make these repairs; however, the repairs were not made and, as provided under the contract, these repairs were made by state forces with the charges to be deducted from the final estimate.

Your statement that "the deck patching was required by your department solely to maintain the appearance of the structures and not to correct structural deficiencies" is not a correct statement. The reason the decks were patched, as mentioned above, was to obtain the deck tolerance for riding qualities. The material used by state forces in patching this deck has been used in maintenance work previously with excellent results, and we have every confidence that it will be a permanent corrective measure.

As soon as the final railroad billing is received on the Pleasant Valley Railroad Overcrossing, the final estimate will be processed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

cc Mr. Forrest Cooper
Mr. Ivan Merchant

RECEIVED
OCT 22 1962

FOR FILING

[illegible]

5826

October 18, 1962

Fidelity & Deposit Company of Maryland
Portland Branch Office
Robert B. Cumming, Mgr.
902 Failing Building
Portland 4, Oregon

Gentlemen:

Contract No. 5826 awarded to Morrison-Knudsen Company, Inc., for construction of Encina Railroad Overcrossing and Alder Creek Road Overcrossing on the Baker-Pleasant Valley Section of the Old Oregon Trail Highway in Baker County was completed on October 13, 1961, and accepted by the Highway Commission on November 15, 1961.

Final payment in the amount of $11,830.25 will be released to the contractor on or after October 25, 1962. The total contract amount is $246,173.50 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkn

cc: Morrison-Knudsen Company, Inc.
P. O. Box 27
Pleasant Valley, Oregon

Fidelity & Deposit Company of Maryland
Baltimore 3,
Maryland

FORM E-133X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 10, 1962

5126

Mr. G. H. Baker, Supt.
Union Pacific Railroad Co.
2525 N. Larrabee Avenue
Portland, Oregon

Re: File No. 28058 - UPRR Co.
Pux 295 & Pux 308
Encina & Pleasant Valley O-Xings
Baker-Pleasant Valley Section
Old Oregon Trail
Baker County

Dear Mr. Baker:

Herewith I return to you two duplicate originals of an easement and construction agreement relative to the above-titled projects both of which have been executed by the Highway Commission.

When the State's executed copy is returned, I would appreciate receiving an additional ten copies of Exhibit "A" which is C.E. Dwg. No. 81522 and ten copies of Exhibit "C" consisting of 6 pages.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
J. N. HERSHBERGER
Staff Attorney

JNH:bjk
Attachments
cc: G. S. Paxson

RECEIVED
[illegible] 29 1962
FOR FILING
[illegible]
5826

9

Morrison-Knudsen Company, Inc.

CONTRACTORS AND ENGINEERS

EXECUTIVE OFFICE
319 BROADWAY, BOISE, IDAHO

October 2, 1962

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem 10, Oregon

Attention Mr. P. M. Stephenson
Assistant State Highway Engineer

ENCINA OVERCROSSING
OREGON CONTRACT NO. 5826
PLEASANT VALLEY OVERCROSSING
OREGON CONTRACT NO. 5827

Dear Sir

In response to your letter of September 18 and to Mr. C. D. Cannon's letter of September 12, we wish to reiterate that all contract work, including the corrective work, was completed and accepted by your department at the time the final estimates were approved.

Therefore, corrective work undertaken by your department after final acceptance, specifically deck patching which has been performed several times on each structure, would be for your account. As both parties to the contracts know, the deck patching was required by your department solely to maintain the appearance of the structures, and not to correct structural deficiencies. Also, we both know that the deck patching is temporary with only a few months' useful life at best.

All contract work has been completed in accordance with specifications and accepted by your department, and the funds approved on the final estimates are past due. While you may not have received the Union Pacific's final billing for protective services on the Pleasant Valley job, we understand that the cost of such services is within the limit set forth in the contract and will have

NOTED
P. M. STEPHENSON

no effect on the amount due this company under the final estimate.

Again, we request immediate payment in full of the final estimates on the two contracts.

Yours very truly

MORRISON-KNUDSEN COMPANY, INC.

J. A. Harker
District Manager

JAH:t/p

Mr. George N. Hopkins
Resident Bridge Engineer
State Highway Department
Baker, Oregon

Mr. C. D. Cannon
Office Engineer
State Highway Department
La Grande, Oregon

Mr. L. R. Allen
State Highway Department
La Grande, Oregon

RECEIVED
OCT 3 1962
OREGON
STATE HIGHWAY COMMISSION

Salem, Oregon
September 27, 1962

Agenda Item 4-j
Pux 295 - 308
File No. 28058

Mr. L. I. Lindas
Chief Counsel
Office

Attention: Mr. J. N. Hershberger
Staff Attorney

Attached are two copies of an agreement with the Union Pacific Railroad Company covering the overcrossings of the Company's track at Encina and Pleasant Valley and longitudinal easements within this section. These copies have been executed by the State Highway Commission and are now ready for execution by the Railroad Company.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 2

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SEP 19 1962
FOR FILING
[illegible]

5826

September 13, 1962

Morrison-Knudsen Company, Inc.
319 Broadway
Boise, Idaho

Attention: J. A. Barker, District Manager

Gentlemen:

Re: Encina Overcrossing
Oregon Contract No. 5826
Pleasant Valley Overcrossing
Oregon Contract No. 5827

This is in answer to your request of September 5 that final payment of monies due on the contracts be made.

Your statement that all corrective work required, principally deck patching, was completed is correct; however, the patching that appeared sound at the time it was completed, later developed faults to an extent that it was deemed necessary to remove all patching you placed and replace it with sound material. Mr. Leon Stoddard, your job superintendent, was advised of this by letter July 23, 1962, by our Resident Engineer, George Hopkins. Mr. Hopkins also advised Mr. Stoddard that it was the Department's intention to open these structures to traffic July 31, 1962, and that the work should be completed prior to that date.

On September 12, 1962, Mr. Stoddard was advised by letter that since you had not taken steps to correct the faulty work, the State would do the work and charge the cost to funds due you on the contract.

The work is in progress at the present time and should be completed this week. Our estimated cost of the work is $350 for Pleasant Valley and $850 for Encina. You will be charged for the actual cost.

As soon as this work is completed and costs of State work assembled, we will be in a position to release the final estimate on the Encina Contract, say sometime in the next 30 days.

The final estimate on the Pleasant Valley job cannot be released until such time as the cost of State work is determined and the costs of railroad protection services at the site are determined. We have not as yet received final billing from the Union Pacific for their protective services at the site. We are pressing Union Pacific to get their costs to us but have not received the cost to date.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. M. Stephenson
Assistant State Highway Engineer

cc Forrest Cooper
A. F. Parson
George Hopkins
I. A. DeFrance
C. R. Maison
I. D. Merchant

CAG:dl hlb

[illegible]

Morrison-Knudsen Company, Inc.

CONTRACTORS AND ENGINEERS

PRINCIPAL OFFICE
319 BROADWAY, BOISE, IDAHO

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM SEP 6 1962 PM
7,8,9,10,11,12,1,2,3,4,5,6

September 5, 1962

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem 10, Oregon

ENCINA OVERCROSSING
CONTRACT NO. 5826
PLEASANT VALLEY OVERCROSSING
CONTRACT NO. 5827

Dear Sir:

On November 1, 1961, all work on your Contract No. 5826 for the construction of the Encina Overcrossing was completed and finally accepted, and our final monthly estimate therefor was approved by your Resident Bridge Engineer, Mr. George H. Hopkins.

On June 16, 1962, all work on your Contract No. 5827 for the construction of the Pleasant Valley Overcrossing was completed and finally accepted, and our final monthly estimate therefor was approved by your Resident Bridge Engineer, Mr. Hopkins.

Depsite the final acceptance of both contracts and approval of final estimates, the State Highway Department has failed to make payment on account of retained percentages and the amounts due on the final estimates. Upon inquiry being made to Mr. Ho[illegible] have received no satisfactory answer or justifications for [illegible]. delays in making payment.

There has been correspondence and conversation between this company and your Resident Bridge Engineer concerning certain corrective work. We wish to advise that all corrective work required by the contract was accomplished by this company and approved and accepted by your Resident Bridge Engineer prior to the final acceptance of the contracts and approval of the final estimates.

[illegible]

Letter of July 23 by M-K. to [illegible] [illegible]

We respectfully request immediate payment of all funds held for our account on both contracts.

Yours very truly,

MORRISON-KNUDSEN COMPANY, INC.

J. A. Harker
District Manager

JAH:t/p

✓cc: Mr. Ivan Merchant
Bridge Engineer
State Highway Department
Salem 10, Oregon

cc: Mr. George H. Hopkins
Resident Bridge Engineer
State Highway Department
Baker, Oregon

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM SEP 6 [illegible]

RECEIVED
OCT 29 1962

FOR FILING

September 18, 1962

Morrison-Knudsen Company, Inc.
319 Broadway
Boise, Idaho

Attention: J. A. Harker, District Manager

Gentlemen:

Re: Encina Overcrossing
Oregon Contract No. 5026
Pleasant Valley Overcrossing
Oregon Contract No. 5027

This is in answer to your request of September 5 that final payment of monies due on the contracts be made.

Your statement that all corrective work required, principally deck patching, was completed is correct; however, the patching that appeared sound at the time it was completed, later developed faults to an extent that it was deemed necessary to remove all patching you placed and replace it with sound material. Mr. Leon Stoddard, your job superintendent, was advised of this by letter July 23, 1962, by our Resident Engineer, George Hopkins. Mr. Hopkins also advised Mr. Stoddard that it was the Department's intention to open these structures to traffic July 31, 1962, and that the work should be completed prior to that date.

On September 12, 1962, Mr. Stoddard was advised by letter that since you had not taken steps to correct the faulty work, the State would do the work and charge the cost to funds due you on the contract.

The work is in progress at the present time and should be completed this week. Our estimated cost of the work is $350 for Pleasant Valley and $850 for Encina. You will be charged for the actual cost.

As soon as this work is completed and costs of State work assembled, we will be in a position to release the final estimate on the Encina Contract, say sometime in the next 30 days.

The final estimate on the Pleasant Valley job cannot be released until such time as the cost of State work is determined and the costs of railroad protection services at the site are determined. We have not as yet received final billing from the Union Pacific for their protective services at the site. We are pressing Union Pacific to get their costs to us but have not received the cost to date.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. N. Stephenson
Assistant State Highway Engineer

cc Forrest Cooper
A. P. Parson
George Hopkins
I. A. DeFrance
C. H. Knisen
I. D. Merchant

CAG:dl hlb

RECEIVED
OCT 29 1962
FOR [illegible]
5726

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Morrison-Knudsen Company, Inc.
CONTRACTORS AND ENGINEERS

EXECUTIVE OFFICE
319 BROADWAY, BOISE, IDAHO

September 5, 1962

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem 10, Oregon

ENCINA OVERCROSSING
CONTRACT NO. 5826
PLEASANT VALLEY OVERCROSSING
CONTRACT NO. 5827 - Copy

Dear Sir:

On November 1, 1961, all work on your Contract No. 5826 for the construction of the Encina Overcrossing was completed and finally accepted, and our final monthly estimate therefor was approved by your Resident Bridge Engineer, Mr. George N. Hopkins.

On June 16, 1962, all work on your Contract No. 5827 for the construction of the Pleasant Valley Overcrossing was completed and finally accepted, and our final monthly estimate therefor was approved by your Resident Bridge Engineer, Mr. Hopkins.

Depsite the final acceptance of both contracts and approval of final estimates, the State Highway Department has failed to make payment on account of retained percentages and the amounts due on the final estimates. Upon inquiry being made to Mr. Hopkins, we have received no satisfactory answer or justifications for the delays in making payment.

There has been correspondence and conversation between this company and your Resident Bridge Engineer concerning certain corrective work. We wish to advise that all corrective work required by the contract was accomplished by this company and approved and accepted by your Resident Bridge Engineer prior to the final acceptance of the contracts and approval of the final monthly estimates.

Paxson

NOTED
P. M. STEPHENSON

We respectfully request immediate payment of all funds held for our account on both contracts.

Yours very truly,

MORRISON-KNUDSEN COMPANY, INC.

J. A. Harker
District Manager

JAH:t/p

cc: Mr. Ivan Merchant
Bridge Engineer
State Highway Department
Salem 10, Oregon

cc: Mr. George N. Hopkins
Resident Bridge Engineer
State Highway Department
Baker, Oregon

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SEP - 6 1962
OREGON
STATE HIGHWAY COMMISSION

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FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

5426 —

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

4j

August 16, 1962

Oregon State Highway Commission

Gentlemen:

Re: Baker-Pleasant Valley Section
Old Oregon Trail Highway
Baker County

There will be before you at the next Commission meeting an agreement between the State and the Union Pacific Railroad Company covering the overcrossings of the Company's track at Encina and Pleasant Valley and longitudinal easements within this section. These have been reviewed by the Construction Division, the Bridge Division, and the Bureau of Public Roads and have their approval.

Your approval and signing of the agreement is recommended.

Very truly yours,

Forrest Cooper

Forrest Cooper
State Highway Engineer

cc Floyd Query ✓
G. S. Paxson
Victor D. Wolfe
L. I. Lindas
F. B. Klaboe

Ⓐ
2 COPIES TO
BE SIGNED
(by Commission)

NOTED
FLOYD QUERY

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1962
FOR FILING

Cabinet 5826

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Baker
PROJECT REPORT NO. 6		PROJECT NO. I-80N-7(7)312

5426

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

U.S. 30 1.5 mi. S. of S.C.L. Baker, E.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-30-60	0.2
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 770,092.00	$ 708,300.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)
By
ASSISTANT State Highway Engineer
(Title)
By ______
(Title)
By ______
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)
By: L. R. Backlund
L. R. Backlund, Administrative Manager
Date executed by Division Engineer August 14, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

August 9, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement signed by a Highway official for the Baker Pleasant Valley Section (Structures), Project No. I-80N-7(7)312.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

For L. H. Young
Office Engineer

RNC:mmb

July 23, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Baker-Pleasant Valley Section (Structures), Project No. I-80N-7(7)312.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

[illegible]

Federal-Aid
Project No. I-80N-7(7)312

Oregon State Highway Department

BAKER-PLEASANT VALLEY SECTION (STRUCTURES)

ON THE OLD OREGON TRAIL HIGHWAY IN BAKER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 23, 1962

Type Code X531
Encina UPRR O'xing (Br. #8302)(Sta. Le 485+22 to Sta. Le 487+99)(Contract 5826)

Shoring, Cribbing, etc.	All Required		$ 3,000.00
Structural Excavation	870 cu.yd.	$ 2.00	1,740.00
Structural Excavation below Elevation Shown	55 cu.yd.	5.00	275.00
Class "A" Concrete (1,179 cu.yd.)	All Required		80,000.00
Metal Reinforcement (294,000 lb.)	All Required		38,300.00
Structural Steel (154,000 lb.)	All Required		35,000.00
4-inch Standard Steel Pipe	210 lin.ft.	5.00	1,050.00
8-inch Metal Drain Pipe	140 lin.ft.	4.00	560.00
Metal Parapet Rail	1,112 lin.ft.	4.00	4,448.00
			$164,373.00

Type Code X221
Alder Creek Road O'xing (Sta. E-B 572+70 to Sta. E-B 574+13)(Contract 5826)

Shoring, Cribbing, etc.	All Required		$ 3,000.00
Structural Excavation	700 cu.yd.	$ 2.00	1,400.00
Structural Excavation below Elevation Shown	45 cu.yd.	5.00	225.00
Furnish Treated Timber Piling	1,200 lin.ft.	1.45	1,740.00
Drive Timber Piles	40 only	35.00	1,400.00
Class "A" Concrete (762 cu.yd.)	All Required		53,350.00
Metal Reinforcement (227,000 lb.)	All Required		29,500.00
8-inch Metal Drain Pipe	110 lin.ft.	4.00	440.00
			$ 91,055.00
Flagging (57½% of Contractor's Cost)	All Required		500.00
			$ 91,555.00

Type Code X931
Pleasant Valley O'xing (Sta. 684+14.41 to Sta. 690+48.41)(Contract 5827)

Shoring, Cribbing, etc.	All Required		$ 9,000.00
Structural Excavation	1,300 cu.yd.	$ 2.00	2,600.00

Excavation below Elevation Shown	50 cu.yd.	$10.00	$ 500.00
Furnish 10" HP 42# Steel Piling	3,450 lb.	4.00	13,800.00
Drive Steel Piles	118 only	35.00	4,130.00
Splice Steel Piles	30 only	5.00	150.00
Class "A" Concrete (2,863 cu.yd.)	All Required		197,500.00
Metal Reinforcement (622,500 lb.)	All Required		80,972.00
Structural Steel (644,000 lb.)	All Required		129,480.00
Metal Parapet Rail	1,236 lin.ft.	4.00	4,944.00
6-inch Standard Steel Pipe	80 lin.ft.	8.00	640.00
8-inch Metal Drain Pipe	35 lin.ft.	4.00	140.00
			$443,856.00
Flagging (37½% of Contractor's Cost)	All Required		$ 300.00
			$444,156.00
	Subtotal		$700,084.00
	10% Engr. & Cont.		70,008.00
	Total		$770,092.00

Length of 3 Structures - - - 0.200 Mile

Federal Funds -	$708,300.00
State Funds -	61,792.00
	$770,092.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Work Retained in PS & E Status

Description	Total Cost	Federal Funds
Work by UPRR Company	$26,950.00	$24,700.00

BAKER-PLEASANT VALLEY SECTION

PROJECT I-80N-7(7)312

Estimated costs of work by UPRR Co.

Encina O'xing

Equipment		$ 2,000.00
Watchman and Flagmen		1,708.00
Communication Lines		6,900.00
Fencing		320.00
Contingencies		753.25
		$11,681.25
	USE	$11,600.00

Pleasant Valley U'xing

Equipment		$ 2,400.00
Watchman and Flagmen		1,753.00
Fencing		320.00
Communication Lines		6,900.00
Contingencies		1,591.50
		$12,964.50
	USE	$12,900.00

Oregon State Highway Department

Federal Aid
Project No. I-80N-7(7)312

BAKER-PLEASANT VALLEY SECTION (STRUCTURES)

ON THE OLD OREGON TRAIL HIGHWAY IN BAKER COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 16, 1960

Type Code X531
Encina UPRR O'xing (Br. #8302)(Sta. Ls 485+22 to Sta. Ls 487+99)

Shoring, Cribbing, etc.	All Required	$	$ 5,000.00
Structural Excavation	870 cu.yd.	6.00	5,220.00
Structural Excavation Below Elevation Shown	55 cu.yd.	10.00	550.00
Class "A" Concrete (1,179 cu.yd. at $70.00)	All Required		82,530.00
Metal Reinforcement (294,000 lb. at $0.125)	All Required		36,750.00
Structural Steel (154,000 lb. at $0.23)	All Required		35,420.00
4-inch Standard Steel Pipe	210 lin.ft.	8.00	1,680.00
8-inch Metal Drain Pipe	140 lin.ft.	4.00	560.00
Metal Parapet Rail	1,112 lin.ft.	6.00	6,672.00
			$174,382.00
Work by OWRR & N Co. (UPRR Co.)	All Required		10,000.00
			$184,382.00

Type Code X221
Alder Creek Road O'xing (Sta. E-B 572+70 to Sta. E-B 574+13)

Shoring, Cribbing, Etc.	All Required	$	$ 5,000.00
Structural Excavation	700 cu.yd.	6.00	4,200.00
Structural Excavation Below Elevation Shown	45 cu.yd.	10.00	450.00
Furnish (12" BP 53#) Steel Piling	1,200 lin.ft.	6.00	7,200.00
Drive Steel Piles	20 only	85.00	1,700.00
Splice Steel Piles	4 only	40.00	160.00
Class "A" Concrete (762 cu.yd. at $70.00)	All Required		53,340.00
Metal Reinforcement (227,000 lb. at $0.125)	All Required		28,375.00
8-inch Metal Drain Pipe	110 lin.ft.	4.00	440.00
			$100,865.00
Flagging (57½% of Contractor's Cost)	All Required		500.00
			$101,365.00
	Subtotal		$285,747.00
	10% Engr. & Cont.		28,574.00
	Total		$314,321.00

Length of 2 Structures - - - 0.080 Mile

Federal Funds -	$289,000.00
State Funds -	25,321.00
	$314,321.00

RETAINED IN PROGRAM STATUS

Work	Total Cost	Federal Funds
Pleasant Valley O'xing (RR)	$485,679.00	$431,000.00

Oregon State Highway Department

Federal Aid
Project No. I-80N-7(7)312

BAKER-PLEASANT VALLEY SECTION (STRUCTURES) ON THE OLD OREGON TRAIL HIGHWAY IN BAKER COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 14, 1960

Type Code X531
Encina UPRR O'xing (Br. #8302)(Sta. La 435+22 to Sta. La 437+99)

Shoring, Cribbing, etc.	All Required		$ 5,000.00
Structural Excavation	870 cu.yds.	$ 6.00	5,220.00
Structural Excavation below Elevation Shown	55 cu.yds.	10.00	550.00
Class "A" Concrete (1,179 cu.yds. at $70.00)	All Required		82,530.00
Metal Reinforcement (294,000 lbs. at $.125	All Required		36,750.00
Structural Steel (154,000 lbs. at $0.23)	All Required		35,420.00
4-inch Standard Steel Pipe	210 lin.ft.	8.00	1,680.00
8-inch Metal Drain Pipe	140 lin.ft.	4.00	560.00
Metal Parapet Rail	1,112 lin.ft.	6.00	6,672.00
			$174,332.00
Work by OWRR & N Co. (UPRR Co.)	All Required		11,600.00
			$185,982.00

Type Code X221
Alder Creek Road O'xing (Sta. E-B 572+70 to Sta. E-B 574+13)

Shoring, Cribbing, etc.	All Required		$ 5,000.00
Structural Excavation	700 cu.yds.	$ 6.00	4,200.00
Structural Excavation below Elevation Shown	45 cu.yds.	10.00	450.00
Furnish (12" BP 53#) Steel Piling	1,200 lin.ft.	6.00	7,200.00
Drive Steel Piles	20 only	85.00	1,700.00
Splice Steel Piles	4 only	40.00	160.00
Class "A" Concrete (762 cu.yds. at $70.00)	All Required		53,340.00
Metal Reinforcement (227,000 lbs. at $0.125)	All Required		28,375.00
8-inch Metal Drain Pipe	110 lin.ft.	4.00	440.00
			$100,865.00
Flagging (57½% of Contractor's Cost)	All Required		500.00
			$101,365.00

Type Code X931
Pleasant Valley O'xing (Sta. 684 14.41 to Sta. 690+48.41)

Shoring, Cribbing, etc.	All Required		$ 20,000.00
Structural Excavation	1,300 cu.yds.	$ 7.00	9,100.00
Excavation Below Elevation Shown	50 cu.yds.	12.00	600.00
Furnish 10" BP 42# Steel Piling	3,425 lbs.	5.25	17,981.25
Drive Steel Piles	118 only	70.00	8,260.00
Splice Steel Piles	30 only	50.00	1,500.00
Class "A" Concrete (2,863 cu.yds. at $70.00)	All Required		200,410.00
Metal Reinforcement (622,500 lbs. at $0.135)	All Required		84,037.50
Structural Steel (644,000 lbs. at $0.23)	All Required		148,120.00
Metal Parapet Rail	1,236 lin.ft.	6.00	7,416.00
6-inch Standard Steel Pipe	80 lin.ft.	10.00	800.00
8-inch Metal Drain Pipe	35 lin.ft.	4.00	140.00
			$498,364.75
Flagging (57½% of Contractor's Cost)	All Required		300.00
Work by UPRR Co.	All Required		12,900.00
			$511,564.75
	Subtotal		$798,911.75
	10% Engr. & Cont.		79,890.25
	Total		$878,802.00

Length of 3 Structures................ 0.200 miles

Federal Funds....................................;...............	$808,000.00
State Funds..	70,802.00
	$878,802.00

BAKER-PLEASANT VALLEY SECTION

Project I-80N-7(7)312

Estimated Costs of Work by UPRR Co.

Encina O'xing

Equipment		$ 2,000.00
Watchman and Flagmen		1,708.00
Communication Lines		6,900.00
Fencing		320.00
Contingencies		753.25
		$11,681.25
	Use	$11,600.00

Pleasant Valley U'xing

Equipment		$ 2,400.00
Watchman and Flagman		1,753.00
Fencing		320.00
Communication Lines		6,900.00
Contingencies		1,591.50
		$12,964.50
	Use	$12,900.00

Oregon State Highway Department

Federal Aid
Project No. I-80N-7(7)312

BAKER-PLEASANT VALLEY SECTION (STRUCTURES) ON
THE OLD OREGON TRAIL HIGHWAY IN BAKER COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 15, 1960

Type Code X531
Encina RR O'xing (Br. #8302)(Sta. L-435+22 to Sta. L-437+99)

Shoring, Cribbing, etc.	All Required		$ 5,000.00
Structural Excavation	370 cu.yds.	$6.00	5,220.00
Structural Excavation below Elevations Shown	55 cu.yds.	10.00	550.00
Class "A" Concrete (1,179 cu.yds. at $70.00)	All Required		82,530.00
Metal Reinforcement (294,000 lbs. at $0.125)	All Required		36,750.00
Structural Steel (154,000 lbs. at $0.23)	All Required		35,420.00
4-inch Standard Steel Pipe	210 lin.ft.	8.00	1,680.00
8-inch Metal Drain Pipe	140 lin.ft.	4.00	560.00
Metal Parapet Rail	1,112 lin.ft.	6.00	6,672.00
			$174,382.00
Work by OWRR & N Co. (UPRR Co.)	All Required		11,600.00
			$185,982.00

Type Code X221
Alder Creek Road O'xing (Sta. E-B 572+70 to Sta. E-B 574+13)

Shoring, Cribbing, etc.	All Required		$ 5,000.00
Structural Excavation	700 cu.yds.	$6.00	4,200.00
Strucutral Excavation below Elev ation Shown	45 cu.yds.	10.00	450.00
Furnish Treated Timber Piling	1,200 lin.ft.	1.70	2,040.00
Drive Timber Piles	40 only	60.00	2,400.00
Class "A" Concrete (762 cu.yds. at $70.00)	All Required		53,340.00
Metal Reinforcement (227,000 lbs. at $0.125)	All Required		28,375.00
8-inch Metal Drain Pipe	110 lin.ft.	4.00	440.00
			$ 96,245.00
Flagging (57½% of Contractor's Cost)	All Required		500.00
			$ 96,745.00

Type Code X931
Pleasant Valley O'xing (Sta. 684+14.41 to Sta. 690+43.41)

Shoring, Cribbing, etc.	All Required		$ 20,000.00
Structural Excavation	1,300 cu.yds.	$7.00	9,100.00
Excavation below Elevation Shown	50 cu.yds.	12.00	600.00
Furnish 10" BP 42# Steel Piling	3,425 lbs.	5.25	1 ,931.25

Drive Steel Piles	118 only	$70.00	$ 8,260.00
Splice Steel Piles	30 only	50.00	1,500.00
Class "A" Concrete (2,863 cu.yds. at $70,000)	All Required		200,410.00
Metal Reinforcement (622,500 lbs. at $0.135)	All Required		84,037.50
Structural Steel (644,000 lbs. at $.23)	All Required		148,120.00
Metal Parapet Rail	1,236 lin.ft.	6.00	7,416.00
6-inch Standard Steel Pipe	80 lin.ft.	10.00	800.00
8-inch Metal Drain Pipe	35 lin.ft.	4.00	140.00
			$493,364.75
Flagging (57½% of Contractor's Cost	All Required		300.00
Work by UPRR Co.	All Required		12,900.00
			$511,564.75
	Subtotal		$794,291.75
	10% Engr. & Cont.		79,428.25
	Total		$873,720.00

Length of 3 Structures . . . . 0.200 miles.

Federal Funds	$803,000.00
State Funds	70,720.00
	$873,720.00

BAKER-PLEASANT VALLEY SECTION

Project I-80N-7(7)312

Estimated Costs of Work by UPRR Co.

Encina O'xing

Equipment		$ 2,000.00
Watchman and Flagmen		1,708.00
Communication Lines		6,900.00
Fencing		320.00
Contingencies		753.25
		$11,681.25
	Use	$11,600.00

Pleasant Valley U'xing

Equipment		$ 2,400.00
Watchman and Flagmen		1,753.00
Fencing		320.00
Communication Lines		6,900.00
Contingencies		1,591.50
		$12,964.50
	Use	$12,900.00

Oregon State Highway Department

Federal Aid
Project No. I-80N-7(7)312

BAKER-PLEASANT VALLEY SECTION (STRUCTURES) ON THE OLD OREGON TRAIL HIGHWAY IN BAKER COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 6, 1960

Type Code X531
Encina UPRR O'xing (Br. #8302)(Sta. L 485+22 to Sta. L 487+99)

Shoring, Cribbing, etc.	All Required		$ 5,000.00
Structural Excavation	870 cu.yds.	$ 6.00	5,220.00
Structural Excavation Below Elevation Shown	55 cu.yds.	10.00	550.00
Class "A" Concrete (1179 cu.yds. at $70.00)	All Required		82,530.00
Metal Reinforcement (294,000 lbs. at $0.125)	All Required		36,750.00
Structural Steel (154,000 lbs. at $0.23)	All Required		35,420.00
4-inch Standard Steel Pipe	210 lin.ft.	8.00	1,680.00
8-inch Metal Drain Pipe	140 lin.ft.	4.00	560.00
Metal Parapet Rail	1,112 lin.ft.	6.00	6,672.00
			$174,382.00
Work by OWRR & N. Co. (UPRR Co.)	All Required		11,600.00
			$185,982.00

Type Code X221
Alder Creek Road O'xing (Sta. E-B 572+70 to Sta. E-B 574+13)

Shoring, Cribbing, etc.	All Required		$ 5,000.00
Structural Excavation	700 cu.yds.	$ 6.00	4,200.00
Structural Excavation Below Elevation Shown	45 cu.yds.	10.00	450.00
Furnish Treated Timber Piling	1,200 lin.ft.	1.70	2,040.00
Drive Timber Piles	40 only	60.00	2,400.00
Class "A" Concrete (762 cu.yds. at $70.00)	All Required		53,340.00
Metal Reinforcement (227,000 lbs. at $0.125)	All Required		28,375.00
8-inch Metal Drain Pipe	110 lin.ft.	4.00	440.00
			$ 96,245.00
Flagging (57½% of Contractor's Cost)	All Required		500.00
			$ 96,745.00

Type Code X931
Pleasant Valley O'xing (Sta. 684+14.41 to Sta. 690+48.41)

Shoring, Cribbing, etc.	All Required		$ 20,000.00
Structural Excavation	1,300 cu.yds.	$ 7.00	9,100.00
Excavation Below Elevation Shown	50 cu.yds.	12.00	600.00

Furnish 10" BP 42# Steel Piling	3,450	lbs.	$ 5.25	$ 18,112.50
Drive Steel Piles	118	only	70.00	8,260.00
Splice Steel Piles	30	only	50.00	1,500.00
Class "A" Concrete (2,863 cu.yds. at $70.00)	All	Required		200,410.00
Metal Reinforcement (622,500 lbs. at $0.135)	All	Required		84,037.50
Structural Steel (644,000 lbs. at $0.23)	All	Required		148,120.00
Metal Parapet Rail	1,236	lin.ft.	6.00	7,416.00
6-inch Standard Steel Pipe	80	lin.ft.	10.00	800.00
8-inch Metal Drain Pipe	35	lin.ft.	4.00	140.00
				$498,496.00
Flagging (57½% of Contractor's Cost)	All	Required		300.00
Work by UPRR Co.	All	Required		12,900.00
				$511,696.00

Subtotal	$794,423.00
10% Engr. & Cont.	79,442.00
Total	$873,865.00

Length of 3 Structures - - - - - - 0.200 Mile

Federal Funds- -	$803,000.00
State Funds- -	70,865.00
	$873,865.00

BAKER-PLEASANT VALLEY SECTION

PROJECT I-80N-7(7)312

Estimated Costs of Work by UPRR Co.

Encina O'xing

Equipment		$ 2,000.00
Watchman and Flagman		1,708.00
Communication Lines		6,900.00
Fencing		320.00
Contingencies		753.25
		$11,681.25
	Use	$11,600.00

Pleasant Valley U'xing

Equipment		$ 2,400.00
Watchman & Flagman		1,753.00
Fencing		320.00
Communication Lines		6,900.00
Contingencies		1,591.50
		$12,964.50
	Use	$12,900.00

RECEIVED
1962
FOR ING
58-6

Salem, Oregon
August 13, 1962

Baker-Pleasant Valley Section
Old Oregon Trail Highway
Baker County

Mr. L. I. Lindas
Chief Counsel
BUILDING

I am forwarding to the Highway Commission with recommendation for approval the agreement with the Union Pacific Railroad Company covering the Baker-Pleasant Valley Section. The maps and descriptions of this section include not only the encroachments necessitated by the present construction, but also the areas which have been occupied by the existing Old Oregon Trail Highway for many years. We find no easement agreements in our files, nor has the Railroad been able to locate any, covering the old highway. I have no objection to the inclusion of these areas in this agreement in order that they may be properly recorded.

We have gone through the areas covered by the descriptions and subtracted from the total areas those portions which are necessitated by the existing highway. We find that 9.62 acres are required by the new construction. In Mr. Chatwood's letter of August 2 to Mr. Saling he establishes a reasonable value for land in this area at $255 per acre. At this evaluation, the 9.62 acres are valued at $2,453.10. The agreement submitted by the Railroad Company sets a value of $2,125 on the property. Since this is below our appraisal, I am recommending to the Highway Commission that it approve the agreement.

I attach hereto a copy of a letter from Mr. Klaboe dated August 10 detailing the acreages involved.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.
cc Mr. Forrest Cooper
Mr. F. B. Klaboe

FORM E-30 50M 6-61 36681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 10, 1962

SUBJECT: Baker-Pleasant Valley Section

To: Mr. G. S. Paxson
Deputy State Highway Engineer

OFFICE

On July 20 you forwarded us a copy of the proposed railroad agreement on this section and asked us to check it out in the field to make sure that the agreement conformed to the work actually done under contract. We have made this check and have determined that the agreement does, in fact, conform to the work actually performed.

Subsequent to this assignment you requested us to ascertain the value of the easements set up in the agreement. We have checked the matter out thoroughly and report the following information:

Parcel A		0.04 acre
Parcel B		0 acre
Parcel 1		0.90 acre
Parcel 2		0 acre
Parcel 3		7.50 acres
Parcel 4		0.40 acre
Parcel 5		0.78 acre
	TOTAL	9.62 acres

There were also three (3) construction easements totalling 1.59 acres.

In the summary listed above we have not included any of the areas occupied by the existing highway on which no work was performed. We have also excluded the areas occupied by overcrossing structures. Furthermore, we feel that there should be no cost for the three construction easements listed.

Right of Way Supervisor K. A. Chatwood has made an appraisal of this land and has provided us with a value of $255 per acre. Extending the 9.62 acres at the $255 per acre value we arrive at a total figure of $2,453.10, which, we believe, can be supported. You will also note that the agreement between the State and the Union Pacific Railroad Company requires that the State pay to the Union Pacific Railroad the sum of $2,125.00.

It is, therefore, recommended that the agreement be presented to the Commission with your recommendation for approval.

I am returning herewith two copies of the agreement along with copies of Chatwood's and Parson's letters concerning the investigations that have been made relative to this proposal.

F. D. Morgan
Construction Engineer

By F B Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh
Attachments

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street N.E.
Salem, Oregon

FOR FILING

5826

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 26, 1962

ATTENTION: Mr. G. S. Paxson

FROM : A. W. Parsons, Division Engineer

SUBJECT: Oregon Project I-80N-7(7)312, Baker-Pleasant Valley Section
Old Oregon Trail Highway

Attached is the unsigned agreement between the State and the Union Pacific Railroad Company covering overcrossing of the Company's tracks at Encina and Pleasant Valley.

As requested in your July 20, 1962 letter of transmittal, we have examined the agreement and it appears satisfactory. We are willing to give it our approval after signature by the parties concerned.

Please furnish us with two conformed copies of the agreement when it has been fully executed.

Enclosure

RECEIVED
JUL 27 1962
OFFICE OF
STATE HIGHWAY ENGINEER

G. S. PAXSON

RECEIVED
[illegible] 1962
FOR FILING
5826

Salem, Oregon
July 20, 1962

Baker-Pleasant Valley Section
Old Oregon Trail Highway
Baker County

Mr. F. D. Morgan
Construction Engineer
BUILDING

Attention Mr. F. B. Klaboe

Herewith a copy of the proposed agreement between the State and the Union Pacific Railroad Company covering the Baker-Pleasant Valley Section.

Will you please have this checked to assure ourselves that the obligations we are assuming conform to what was actually done under the contract with our contractor.

Please return the agreement when you have completed your check.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.

July 20, 1962

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Re: Baker-Pleasant Valley Section
Old Oregon Trail Highway
Baker County

Attached is a copy of the proposed agreement between the State and the Union Pacific Railroad Company covering the overcrossings of the Company's track at Encina and Pleasant Valley; also, the longitudinal encroachments, and other railroad matters in this section.

It would be appreciated if you would examine this agreement and advise as to its acceptability. This is one of the copies that must be presented to the Highway Commission, and I would ask that you return it when you have completed your examination. A conformed copy will be furnished to you when the agreement is completed by the Railroad Company.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.

bc Mr. Forrest Cooper

Salem, Oregon
July 20, 1962

Baker-Pleasant Valley Section
Old Oregon Trail Highway
Baker County

Mr. L. I. Lindas
Chief Counsel
BUILDING

Attention Mr. J. N. Hershberger

Herewith a copy of the proposed agreement between the State and the Union Pacific Railroad Company for the Baker-Pleasant Valley Section. Will you please look this over and advise as to its acceptability.

I would call your attention to subparagraph (b) on page 5 where the Railroad has set up payment by the State of $2,125. There is a considerable area of property involved in the longitudinal encroachments and it may be that any reasonable appraisal will substantiate this payment. It would be appreciated if you would have this checked.

I would also call your attention to Section 1, starting on page 15. Private property lying adjacent to the Railroad's property will use this road as access. You will note that both the State and the Railroad are obligated to withhold permits for use unless both parties agree. I do not see anything wrong with this from a practical standpoint, but would appreciate your checking as to legality.

Please return the agreement to me when you have finished your examination, as it must go to the Highway Commission.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach. - copy of agreement
copy of transmittal letter from UP

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE
PORTLAND 17, OREGON

JULY 18, 1962

Ref. Files: D 315 - 2 - 83
D 315 - 2 - 82
D 315 - 2 - 81

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. G. S. Paxson,
Deputy State Highway Engineer

Dear Sir:

Attached are duplicate signatory counterparts and one extra copy of proposed agreement covering relocation of the Baker - Pleasant Valley Section of the Old Oregon Trail Highway in Baker County, Oregon.

If satisfactory, will you please arrange for execution on the part of the Highway Commission, being sure to fill in the date of agreement at top of page 1. Also, will you kindly arrange to furnish and attach thereto, the State's usual form of acknowledgment. When this has been accomplished, kindly return both duplicate originals, after which one fully-executed counterpart will be returned to you.

The extra copy of agreement may be retained for your records.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

encs.

RECEIVED
JUL 19 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR [illegible]

FORM CD-121
(9-22-59)

UNITED ST ES GOVERNMENT

Memorandum

S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

5/26

DATE: May 29, 1962

Polk

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

SUBJECT: Oregon Project I-80N-7(7)312, Structures
Baker-Pleasant Valley Section
Final Inspection and Acceptance

Reference is made to Mr. Merchant's letter of May 15, 1962 requesting a final construction inspection of subject project.

An inspection was made on May 24th by Area Engineer L. C. Jensen in company with L. R. Allen from the Salem office and Scott Coulter, Assistant Division Engineer from La Grande and George Hopkins, Resident Bridge Engineer from Baker.

The Encina U.P.R.R. overcrossings and Alder Creek Road overcrossings, your contract No. 5826, were inspected and accepted.

The Pleasant Valley overcrossing of the U.P.R.R. was inspected. The contractor has several days work remaining on minor details, such as cleanup of forms, cleanup of Alder Creek channel and continuing the grinding of deck to meet the specification straight edge requirement of 1/8" in 10'. This work is your contract No. 5827. Upon completion of the work outlined this structure will be accepted. Your Resident Engineer, Mr. Geo. Hopkins is cognizant of all details to be completed.

Both contracts, No. 5826 and No. 5827 were under the same contractor and the work accomplished is very commendable.

NOTED
G. S. PAXSON

Copy to Merchant
" " [illegible]

[illegible]
FEB 23 1962

FOR FILING

I-[illegible]

5826 G. M. BAKER
SUPERINTENDENT
OREGON DIVISION

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

[illegible]
PORTLAND 17, OREGON

February 21, 1962

File: D 315-2-61

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem 10, Oregon

Attention: Mr. G. S. Paxon
Deputy State Highway Engineer

Dear Mr. Cooper:

This will acknowledge your letter February 15, 1962, regarding Encina and Alder Creek Road overcrossings, Old Oregon Trail Highway, Baker County, Contract No. 5826.

Early in October we requested our Auditor to compile progressive bill to and including August 31st, 1961, but upon receipt of your letter October 30th, we compiled additional data and requested this billing be extended to include October 31st, 1961, as this would include all charges for the overcrossing at Encina. This progressive Bill No. 3 was approved in this office February 13th, 1962, and returned to our Auditor for completion. Upon telephone inquiry today, we are advised that it will be in the mail within two or three days.

However, final billing on this entire project cannot be submitted until work in vicinity of Pleasant Valley is completed.

Very truly yours,

G. M. Baker
Superintendent

Orig to [illegible]
2-23-62 ms

RECEIVED
FEB 2[illegible] 1962
FOR FILING

5826

February 15, 1962

Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Attention: Mr. G. H. Baker
Superintendent

Gentlemen:

Re: Encina and Alder Creek Road O'Xing
Old Oregon TrailHighway
Baker County
Contract No. 5826

On October 30, 1961 we notified you that our contractor had completed work on the subject project and we requested final billing from your Company for watchman, flagging, and inspection work required at the site. Since your final billing was not presented, we again wrote you requesting same on December 20, 1961. To date we still have not received your final bill.

We cannot release the balance of the monies due the contractor for his work on this contract until we have your final bill. The contractor has completed his work on this project for quite a few months now and since the final payment due him represents no small amount, he is "pushing" for an early settlement of this contract.

We are again requesting that you expedite your final billing so that we may release the balance of the monies due the contractor.

Very truly yours,

Forrest Cooper
State Highway Engineer

by

G. S. Paxson
Deputy State Highway
Engineer

WDG/mm
cc: Mr. R. M. Brown
Mr. Duane Wolfe

D Cork

RECEIVED
1961

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5426

October 26, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage N. E.
Salem, Oregon

Dear Mr. Polk:

Re: Baker-Pleasant Valley Bridge
Contract No. 5826
FAP No. I-80N-7(7)312

Morrison-Knudsen Company, Inc. completed work on the Baker-Pleasant Valley Bridge Project on the Old Oregon Trail Highway in Baker County, Contract No. 5826, FAP No. I-80N-7(7)312, on October 13, 1961.

NOTED ON CARD

Very truly yours,

Ivan D. Merchant
Bridge Engineer

dl

cc: J. W. Nash
D. B. Parkes
Floyd Query ✓
D. F. Wolfe

NOTED
FLOYD QUERY

P. S. -D. B. Parkes; Floyd Query--

Will you please secure authority from the commission to pay the final estimate on this job.

RECEIVED
OCT 27 1961

D Cook

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5826

October 26, 1961

Mr. C. S. Polk
Division Engineer
Bureau of Public Roads
477 Cottage N. E.
Salem, Oregon

Dear Mr. Polk:

Re: Baker-Pleasant Valley Bridge
Contract No. 5826
FAP No. I-80N-7(7)312

Morrison-Knudsen Company, Inc. completed work on the Baker-Pleasant Valley Bridge Project on the Old Oregon Trail Highway in Baker County, Contract No. 5826, FAP No. I-80N-7(7)312, on October 13, 1961.

NOTED ON CARD

Very truly yours,

Ivan D. Merchant
Bridge Engineer

dl

cc: J. W. Nash
D. B. Parkes
Floyd Query ✓
D. F. Wolfe

NOTED
FLOYD QUERY

P. S. -D. B. Parkes; Floyd Query--

Will you please secure authority from the commission to pay the final estimate on this job.

RECEIVED
JAN 30 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

I-80N-7(7)312
5826

January 30, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
Room 408
State Highway Building
Salem, Oregon

Dear Sir:

Morrison-Knudsen Company, Inc. started work on Encina and Alder Creek Overcrossings on the Old Oregon Trail Hithway in Baker County, Contract #5826, FAP No. I-80N-7(7)312, on January 25, 1961.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:nk

cc: J. W. Nash
Floyd Query
D. B. Parkes

NOTED
FLOYD QUERY

RECEIVED
JAN [illegible] 1961

FORM E-129

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

5826

January 17, 1961

Morrison-Knudsen Company, Inc.,
319 Broadway
Boise
Idaho

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> **Contract #5826, awarded Dec. 27, 1960, for the Encina RR and Alder Creek Road Overcrossings on the Baker-Pleasant Valley Section of the Old Oregon Trail in Baker County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
DEC 28 1960
FOR FILING
1-91N-7(1)312
[illegible]

December 28, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Re: Encina and Pleasant Valley Overcrossings
Baker-Pleasant Valley Section of US30

Dear Sir:

I am attaching hereto two copies of a letter from the Union Pacific Railroad Company, dated December 23, 1960, confirming the permit of entry onto Union Pacific right of way for construction of the Encina and Pleasant Valley Overcrossings.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:as

cc to: Mr. W. C. Williams

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2825 NO. LARRABEE AVE
PORTLAND 17, OREGON

DECEMBER 23, 1960

(File Ref. D 315 - 2 - 83)

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Ass't. State Highway Engineer

Dear Sir:

Encina - Pleasant Valley Section,
Old Oregon Trail Highway

Referring to previous correspondence and conversation today regarding estimates for cost to be incurred by Railroad account construction of overhead structures at Pleasant Valley and Encina:

The estimated cost for services of Engineer-Inspector, Flagman and Watchman required account construction of overhead at Pleasant Valley is as follows:

Engineer-Inspector, 6 Mos. at $610	$ 3,660.
Expenses 6 Mos. at $250	1,500.
Car Rental 6 Mos. at $150	900.
Watchman 60 days, 8 hrs. per day at $2.15 per hr.	1,032.
Flagman (2), 10 days each, 8 hrs. per day at $2.15 per hr.	344.
Employee Benefits & Insurance 25% of $5,036	1,259.
Contingencies	870.
Total	$ 9,565.

Estimated cost for furnishing these services for overhead to be constructed at Encina is as follows:

Engineer-Inspector, 5 Mos. at $610	$ 3,050.
Expenses 5 Mos. at $250	1,250.
Car Rental 5 Mos. at $150	750.
Watchman 60 days, 8 hrs. per day at $2.15 per hr.	1,032.
Flagman (2), 10 days each, 8 hrs. per day at $2.15 per hr.	344.

Employee Benefits & Insurance 25% of $4,426	$ 1,107.
Contingencies	757.
Total	$ 8,290.

Yours very truly,

G. H. Baker

G. H. Baker
Superintendent

RECEIVED
DEC 27 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 27 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 28 1960
FOR FILING

1-8CN-7(7):1

582 6

December 28, 1960

Mr. D. F. Wengert
General Manager
Union Pacific Railroad Company
828 Pittock Block
Portland 5, Oregon

Dear Sir:

I am returning herewith the copy of your letter of December 23 confirming permit of entry for the Encina and Pleasant Valley Overcrossings in Baker County.

This has been signed by Mr. W. C. Williams, State Highway Engineer, signifying acceptance.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. W. C. Williams

RECEIVED
DEC 28 1960
FOR FILING

1-40N-7(7)31

December 28, 1960

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Re: Encina-Pleasant
Valley Section
US30

Dear Sir:

I am attaching two copies of a letter from the Union Pacific Railroad Company, dated December 12, 1960, giving the breakdown of the estimated reimbursable railroad costs in connection with this work.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. W. C. Williams

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

D. F. WENGERT
GENERAL MANAGER
NORTHWESTERN DISTRICT

828 PITTOCK BLOCK
PORTLAND 5, OREGON

December 23, 1960

C 315 - 2 - 6

RECEIVED
DEC 27 1960
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

Your letter of February 15, regarding permit of entry for reconstruction of the Baker-Pleasant Valley section of the old Oregon Trail Highway in Baker County, in reply to ours of February 12:

It was the intention of our letter of February 12 that it would encompass permit for construction of the Encina-Pleasant Valley overcrossings as well as the grading therefor, and this may be considered as additional authority for such work, and to clarify the authority which we understand from telephone conversation was not explicit enough for your purposes.

To express your agreement and concurrence, kindly sign the acceptance shown below and return the carbon copy for our file.

Very truly yours,

D F Wengert

Accepted this 27th day of

December, 1960

STATE OF OREGON

By
State Highway Engineer

CC - Mr. R. B. Kester - Portland
Mr. R. M. Brown - Portland
Mr. D. J. Callahan - Portland
Mr. G. H. Baker - Albina

I-80N-7(7) 312

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

December 27, 1960

5826

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project I-80N-7(7)312

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project Encina U.P.R.R. and Alder Creek Road Overcrossings, I-80N-7(7)312, Baker-Pleasant Valley Section, Old Oregon Trail Highway, we hereby concur, as of this date, in award of Contract No., 5826 to Morrison-Knudson Co., Inc., of Boise, Idaho, low bidder in the amount of $255,428.00 at the December 9, 1960 bid opening.

NOTED
FORREST COOPER

1-80N-7(7)312

5826

December 27, 1960

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
Room 408
State Highway Building
Salem, Oregon

RE: Encina & Alder Creek
Road Overcrossings
FAP No. I-80N-7(7)312

Dear Sir:

On December 9, the Highway Commission accepted the low bid of Morrison-Knudsen Company, Inc., in the amount of $255,428.00 on the above project and instructed me to award the contract to said bidder as soon as all Rights of Way for the project were acquired.

All Rights of Entry required for this contract are acquired. All Rights of Access to or from abuting properties are either (1) denied by law or (2) have been acquired or (3) are being acquired in condemnation proceedings which have been commenced and which will be prosecuted to completion.

I propose to award the contract to Morrison-Knudsen Company, Inc., as of this date. May I have your concurrence in this award.

Very truly yours,

W. C. Williams
State Highway Engineer

CAG:nk

RECEIVED
FORM E 123-X 75M 1-60
SEP 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

1-9CN-7(7)312

476

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 16, 1960

Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Attention: Mr. G. H. Baker
Superintendent

RE: Encina Overcrossing
Baker County

Dear Sir:

I am mailing you under separate cover, four (4) sets of plans and specifications for the above project.

While these documents are stamped "Advance Plans" they are in final form as they will go to the contractors when the job is advertised for bids. The only exception to this statement is the fact that the estimated cost of railroad flagging service is not entered on page 25. This part of the specification can not be completed until such time as we have your estimate of cost for the work.

Complete copies of the specifications will be forwarded you at such time as we have the information as to the estimate of cost of your flagging work and the date on which bids are to be received on the work.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:nk

cc: G. S. Paxson
R. M. Brown, District Engineer
Northwestern District
829 Pittock Block
Portland, Oregon

RECEIVED
SEP 16 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

I-80N-7 Pleasant Vy. Overcrossing of U.P.R.R.
(7)312 Baker-Pleasant Valley Section
#5827 Old Oregon Trail Highway 1960

FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
ATTENTION: Mr. C. H. Maison, Controller

December 2, 1964

08-35.5

Original signed by
L. R. Backlund
Admin. Manager

A. W. Parsons, Division Engineer
Salem, Oregon

By: L. R. Backlund
Administrative Manager

Union Pacific Railroad Billing
Oregon Projects I-80N-7(7)312, I-80N-7(9)306 & I-80N-7(1)306

We have reviewed the railroad's letters of September 18, 1964 and October 12, 1964 submitted with your letter of November 13, 1964.

The audit report indicated that the citation in the amount of $2,031.46 was based on the estimated number of poles on which credit was due. The railroad made further investigation and agreed that credit was due in the amount of $1,688.23. The difference of $343.23 was based on the audit estimate of 111 poles involved whereas the subsequent check by the railroad indicated only 73 poles involved. We accept the rebuttal as contained in the railroad's letter.

Concerning finding No. 2 in the amount of $241.41, the explanation made by the railroad appears reasonable and is accepted.

The amount of $584.64 as outlined above is approved for Federal participation.

The correspondence submitted with your November 13, 1964 memorandum is attached.

[illegible]
LLOYD P. SHAW

Attachment

NOTED
A. L. PORTER

Orig to Maison
12-4-64

Copy to [illegible]
12-8-64

RECEIVED
JUL 2 2 1963
FOR FILING

State

Monthly transaction number 20	Form [illegible].A (8-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
Project report number 9	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 7-18-63	County **Baker**
		Project number **I-80N-7(7)312**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **August 14**, 19**62**, is hereby modified as follows:

Revised estimated total cost of project	$ **808,921.00**
Revised Federal funds	$ **744,000.00**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **18** day of **July**, 19**63**.

OREGON STATE HIGHWAY DEPARTMENT (Official name of Highway Department)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS
By Lloyd P. Shaw	~~XXX~~ **A. W. Parsons** Division Engineer
Asst **State Highway Engineer** (Title)	L. R. Backlund **By: L. R. Backlund, Administrative Mgr.**
By ______ (Title)	
By ______ (Title)	

July 16, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway official, for the Baker-Pleasant Valley Section (Structures), Project No. I-80N-7(7)312.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RMC:bb

June 10, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for modification of project agreement for the Baker-Pleasant Valley Section (Structures), Project No. I-80N-7(7)312.

The estimate has been revised to include all work which was retained in P.S. & E. Status.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:mb

Oregon State Highway Department

Federal Aid
Project No. I-80N-7(7)312

BAKER-PLEASANT VALLEY SECTION (STRUCTURES) OF THE OLD OREGON TRAIL HIGHWAY IN BAKER COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices).

Salem, Oregon, June 10,1963

Type Code X531
Encina Draw O'Xing (Br. #8302)(Sta. Ls 485+22 to Sta. Ls 487+99)(Contract No. 5826)

Shoring, Cribbing, etc.	All Required		$ 3,000.00
Structural Excavation	870 cu.yd.	$ 2.00	1,740.00
Structural Excavation Below Elevation Shown	55 cu.yd.	5.00	275.00
Class "A" Concrete (1,179 cu.yd.)	All Required		80,000.00
Metal Reinforcement (294,000 lbs.)	All Required		38,300.00
Structural Steel (154,000 lbs.)	All Required		35,000.00
4-inch Standard Steel Pipe	210 lin.ft.	5.00	1,050.00
6-inch Metal Drain Pipe	140 lin.ft.	4.00	560.00
Metal Parapet Rail	1,112 lin.ft.	4.00	4,448.00
			$164,373.00

Type Code X221
Alder Creek Road O'Xing (Sta. L-B 572+70 to Sta. L-B 574+13)(Contract No. 5826)

Shoring, Cribbing, etc.	All Required		$ 3,000.00
Structural Excavation	700 cu.yd.	$ 2.00	1,400.00
Structural Excavation Below Elevation Shown	45 cu.yd.	5.00	225.00
Furnish Treated Timber Piling	1,200 lin.ft.	1.45	1,740.00
Drive Timber Piles	40 only	35.00	1,400.00
Class "A" Concrete (762 cu.yd.)	All Required		53,350.00
Metal Reinforcement (227,000 lbs.)	All Required		29,500.00
6-inch Metal Drain Pipe	110 lin.ft.	4.00	440.00
			$ 91,055.00
Flagging (57½% of Contractor's Cost)	All Required		500.00
			$ 91,555.00

Type Code X221
Alder Creek Road O'Xing (Sta. E-B 572+70 to Sta. E-B 574+13)(Contract No. 5826)

Shoring, Cribbing, etc.	All Required		$ 3,000.00
Structural Excavation	700 cu.yd.	$ 2.00	1,400.00
Structural Excavation Below Elevation Shown	45 cu.yd.	5.00	225.00
Furnish Treated Timber Piling	1,200 lin.ft.	1.45	1,740.00
Drive Timber Piles	40 only	35.00	1,400.00
Class "A" Concrete (762 cu.yd.)	All Required		53,350.00
Metal Reinforcement (227,000 lbs.)	All Required		29,500.00
8-inch Metal Drain Pipe	110 lin.ft.	4.00	440.00
			$ 91,055.00
Flagging (57½% of Contractor's Cost)	All Required		500.00
			$ 91,555.00

Type Code X731
Pleasant Valley O'Xing (Sta. 684+14.41 to Sta. 690+48.41)(Contract No. 5827)

Shoring, Cribbing, etc.	All Required		$ 9,000.00
Structural Excavation	1,300 cu.yd.	$ 2.00	2,600.00
Excavation Below Elevation Shown	50 cu.yd.	10.00	500.00
Furnish 10" BP 42# Steel Piling	3,450 lbs.	4.00	13,800.00
Drive Steel Piles	118 only	35.00	4,130.00
Splice Steel Piles	30 only	5.00	150.00
Class "A" Concrete (2,863 cu.yd.)	All Required		197,500.00
Metal Reinforcement (622,500 lbs.)	All Required		80,972.00
Structural Steel (644,000 lbs.)	All Required		129,480.00
Metal Parapet Rail	1,236 lin.ft.	4.00	4,944.00
6-inch Standard Steel Pipe	80 lin.ft.	8.00	640.00
8-inch Metal Drain Pipe	35 lin.ft.	4.00	140.00
			$ 443,856.00
Flagging (57½% of Contractor's Cost)	All Required		300.00
			$ 444,156.00

Utilities

Work by UPRR Company	All Required	$ 35,299.25
	Sub-total	$ 735,383.25
	10% Engr. & Cont.	73,537.75
	Total	$ 808,921.00

Length of 3 Structures - - - - - - - - - - - - - -0.200 miles

Federal Funds -	$ 744,000.00
State Funds -	64,921.00
	$ 808,921.00

State Funds for Const.: Chap. 175, Laws 1927; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

BAKER-PLEASANT VALLEY SECTION (STRUCTURE)

I-80N-7(7)312

Estimated Cost of Work by the Union Pacific Railroad Company:

Item 2.*	Furnish labor and material for temporary rearrangement of signal and communication lines (36%)	$	15,948.00
Item 3.*	Furnish labor and material for rearrangement of right of way fences (36%)		201.00
Item 4.	Furnish labor and material for installation of inner track guard rails		1,270.00
Item 5.	Furnish labor and material to reconstruct water line serving Railroad's Section Facilities at Pleasant Valley		30.00

Flagging Costs to be Borne by State:

Contract 5826 (Encina [illegible] O'Xing)

Engineer-Inspector	5 months	at $610.00	$3,050.00		
Expenses and Car Rental,	5 months	at 400.00	2,000.00		
Watchman, 80 days (8 hrs. per day)		at 17.20	1,376.00		
Employee Benefits and Ins. (25%)			1,106.50		
Contingencies (10%)			753.25	$	8,285.75

Contract 5827 (Pleasant Valley O'Xing)

Engineer-Inspector, 6 months	at $610.00	$3,660.00		
Expenses and Car Rental, 6 mo.	at 400.00	2,400.00		
Watchman, 80 days (8 hrs. per day)	17.20	1,376.00		
Employee Benefits and Ins. (25%)		1,259.00		
Contingencies (10%)		869.50	$	9,564.50
Total Cost to State			$	35,299.25

* Balance of Items 2 and 3 charged to project No. I-80N-7(1)306.

RECEIVED
MAY 17 1963
FOR FILING

FORM E-30 60M 11-61 40230

5427

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 16, 1963

SUBJECT: Agreement (easements)
File No. 28058 - Pux 295 - Pux 308
Union Pacific Railroad Company
Encina & Pleasant Valley O-Xings
Baker-Pleasant Valley Section
Old Oregon Trail Highway
Baker County

To: Mr. Floyd Query, Secretary
State Highway Commission
Office

Herewith is a fully executed duplicate original of an agreement with Union Pacific Railroad Company relative to the above-titled matter. This agreement should be filed in your permanent records. You will also find a copy of said fully executed document which may be retained by your office.

Distribution of conformed copies has been made as indicated below.

J N Hershberger
J. N. HERSHBERGER
Staff Attorney

JNH:jr
Encls.

cc: R. L. Porter
Ivan Merchant
F. D. Morgan
I. A. DeFrance
A. F. Parson
J. W. Nash
C. H. Maison
Earl F. Saling

RECEIVED
MAY 17 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 4 - 1963

FOR FILING

[illegible]

5827

March 4, 1963

Fidelity & Deposit Co. of Maryland
Portland Branch Office
900 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

A post-final payment for $3,739.50 will be made to Morrison-Knudsen Co. Inc.,on contract #5827 for the Pleasant Valley RR Overcrossing on the Baker-Pleasant Valley Section of the Old Oregon Trail in Baker County, as soon as the warrant is prepared.

The total amount paid on this contract will be $460,501.48, including the post-final payment. Of the total, $1,964.00 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Fidelity & Deposit Co. of Maryland
Baltimore 3
Maryland

cc: Morrison-Knudsen Co. Inc.,
P. O. Box 27
Pleasant Valley, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
[illegible] 16 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 10, 1962

Mr. G. H. Baker, Supt.
Union Pacific Railroad Co.
2525 N. Larrabee Avenue
Portland, Oregon

Re: File No. 28058 - UPRR Co.
Pux 295 & Pux 308
Encina & Pleasant Valley O-Xings
Baker-Pleasant Valley Section
Old Oregon Trail
Baker County

Dear Mr. Baker:

Herewith I return to you two duplicate originals of an easement and construction agreement relative to the above-titled projects both of which have been executed by the Highway Commission.

When the State's executed copy is returned, I would appreciate receiving an additional ten copies of Exhibit "A" which is C.E. Dwg. No. 81522 and ten copies of Exhibit "C" consisting of 6 pages.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
J. N. HERSHBERGER
Staff Attorney

JNH:bjk
Attachments
cc: G. S. Paxson

Morrison-Knudsen Company, Inc.
CONTRACTORS AND ENGINEERS
EXECUTIVE OFFICE
319 BROADWAY, BOISE, IDAHO

5827

October 2, 1962

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem 10, Oregon

Attention Mr. P. M. Stephenson
Assistant State Highway Engineer

ENCINA OVERCROSSING
OREGON CONTRACT NO. 5826
PLEASANT VALLEY OVERCROSSING
OREGON CONTRACT NO. 5827

Dear Sir

In response to your letter of September 18 and to Mr. C. D. Cannon's letter of September 12, we wish to reiterate that all contract work, including the corrective work, was completed and accepted by your department at the time the final estimates were approved.

Therefore, corrective work undertaken by your department after final acceptance, specifically deck patching which has been performed several times on each structure, would be for your account. As both parties to the contracts know, the deck patching was required by your department solely to maintain the appearance of the structures, and not to correct structural deficiencies. Also, we both know that the deck patching is temporary with only a few months' useful life at best.

All contract work has been completed in accordance with specifications and accepted by your department, and the funds approved on the final estimates are past due. While you may not have received the Union Pacific's final billing for protective services on the Pleasant Valley job, we understand that the cost of such services is within the limit set forth in the contract and will have no effect on the amount due this company under the final estimate.

Again, we request immediate payment in full of the final estimates on the two contracts.

Yours very truly

MORRISON-KNUDSEN COMPANY, INC.

J. A. Harker
District Manager

JAH:t/p

Mr. George N. Hopkins
Resident Bridge Engineer
State Highway Department
Baker, Oregon

Mr. C. D. Cannon
Office Engineer
State Highway Department
La Grande, Oregon

Mr. L. R. Allen
State Highway Department
La Grande, Oregon

RECEIVED
OCT 3 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 12 1962

FOR FILING
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[illegible]

Salem, Oregon
September 27, 1962

Agenda Item 4-j

Pux 295 - 308
File No. 28058

Mr. L. I. Lindas
Chief Counsel
Office

Attention: Mr. J. N. Hershberger
Staff Attorney

Attached are two copies of an agreement with the Union Pacific Railroad Company covering the overcrossings of the Company's track at Encina and Pleasant Valley and longitudinal easements within this section. These copies have been executed by the State Highway Commission and are now ready for execution by the Railroad Company.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 2

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Salem, Oregon
September 27, 1962

Agenda Item 4-j

Pux 295 - 308
File No. 28058

Mr. L. I. Lindas
Chief Counsel
Office

Attention: Mr. J. N. Hershberger
Staff Attorney

Attached are two copies of an agreement with the Union Pacific Railroad Company covering the overcrossings of the Company's track at Encina and Pleasant Valley and longitudinal easements within this section. These copies have been executed by the State Highway Commission and are now ready for execution by the Railroad Company.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 2

[illegible]

[illegible], 1962

[illegible], Inc.
[illegible]
[illegible]

Attention: [illegible], District Manager

[illegible]

Re: [illegible] Overcrossing
Oregon Contract No. 5626
Pleasant Valley Overcrossing
Oregon Contract No. 5627

[illegible] to your request of September 5 that [illegible] on the contracts be made.

[illegible] all corrective work required, prin[illegible] is correct; however, the [illegible] the time it was completed, later [illegible] that it was deemed necessary to re[illegible] and replace it with sound material. [illegible] superintendent, was advised of this [illegible] by our Resident Engineer, George Hopkins. [illegible] Mr. Stoddard that it was the Department's [illegible] to traffic July 31, 1962, and [illegible] prior to that date.

[illegible] 10, 1962, Mr. Stoddard was advised by letter [illegible] steps to correct the faulty work, the [illegible] and charge the cost to funds due you on the [illegible].

[illegible] is in progress at the present time and should [illegible]. Our estimated cost of the work is $350 for [illegible] for Jordan. You will be charged for the [illegible].

[illegible] this work is completed and costs of State [illegible] we [illegible] in a position to release the final [illegible], say sometime in the next 30 days.

[illegible] on the [illegible] job cannot [illegible] as the cost of State work is determined and [illegible] railroad protection services at the site [illegible] yet received final billing from [illegible] protective services at the site. We [illegible] to get their costs to us but have not [illegible].

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. E. Stephenson
Assistant State Highway Engineer

[illegible]

CAG:dl hlb

Return to Br Div

Morrison-Knudsen Company, Inc.
CONTRACTORS AND ENGINEERS

PRINCIPAL OFFICE
319 BROADWAY, BOISE, IDAHO

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM SEP 6 1962 PM
7,8,9,10,11,12,1,2,3,4,5,6

September 5, 1962

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem 10, Oregon

ENCINA OVERCROSSING
CONTRACT NO. 5826
PLEASANT VALLEY OVERCROSSING
CONTRACT NO. 5827

Dear Sir:

On November 1, 1961, all work on your Contract No. 5826 for the construction of the Encina Overcrossing was completed and finally accepted, and our final monthly estimate therefor was approved by your Resident Bridge Engineer, Mr. George N. Hopkins.

On June 16, 1962, all work on your Contract No. 5827 for the construction of the Pleasant Valley Overcrossing was completed and finally accepted, and our final monthly estimate therefor was approved by your Resident Bridge Engineer, Mr. Hopkins.

Despite the final acceptance of both contracts and approval of final estimates, the State Highway Department has failed to make payment on account of retained percentages and the amounts due on the final estimates. Upon inquiry being made to Mr. Ho[illegible] have received no satisfactory answer or justifications for [illegible] delays in making payment.

final RR bills

There has been correspondence and conversation between this company and your Resident Bridge Engineer concerning certain corrective work. We wish to advise that all corrective work required by the contract was accomplished by this company and approved and accepted by your Resident Bridge Engineer prior to the final acceptance of the contracts and approval of the final monthly estimates.

letter of July 23 to M-K. State Forces now doing work

We respectfully request immediate payment of all funds held for our account on both contracts.

Yours very truly,

MORRISON-KNUDSEN COMPANY, INC.

J A Harker

J. A. Harker
District Manager

[illegible]/p

✓ cc: Mr. Ivan Merchant
Bridge Engineer
State Highway Department
Salem 10, Oregon

cc: Mr. George W. Hopkins
Resident Bridge Engineer
State Highway Department
Baker, Oregon

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM SEP 6 196[illegible]
7,8,9,10,11,12,[illegible]

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SEP 10 1962
FOR FILING

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STATE HIGHWAY DEPT.
BRIDGE DIVISION
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8,9,10,11,12,1,2,3,4,5,6

#2

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5827 Contractor Morrison-Knudsen Co., Inc.

Highway Old Oregon Trail

Section Baker-Pleasant Valley

Kind of Work Bridge Construction

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend granting ~~XXXX~~ Twenty-three days due to change in footing design which affected contractor's operations.

Aug 9, 1962 approved for 23 days increase
Floyd Query

Recommended for Approval:

~~Asst~~ Division Engineer

Ivan V. Merchant
~~Construction Engineer~~ or Bridge Engineer

P M Stephenson
State Highway Engineer

Contract No. 5827

Project designation FAP No. I-80N-7(7)312
State-Federal

Date awarded December 27, 1960

Work started March 9, 1961

Per cent completed ~~XXX~~ *100 ~~XXXXXXX~~ *6-15-62
Date

No. of Workdays Allowed 160

No. of Workdays Used ~~XXX~~ *183

No. of Added Workdays Requested ~~XX~~ *23

*corrected 7/16/62 CAG

E—320 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date April 10, 1962

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 160 days to 210 days, within which to complete our Contract No. 5827, without the assessment of liquidated damages. The said contract is described as follows:

The delay in waiting for the grading contractor to complete his work at the jobsite from January 16, 1961 to May 5, 1961 a total of eighty (80) work days. This delay prevented us from completing the bridge in 1961 as was scheduled at the time we bid the job, and forced us into a winter shut-down. We therefore, are requesting 30 additional work days due to this delay.

We refer to your (Oregon State Highway Department) letter of May 5, 1961 in which you requested design changes to be made in footings on Bridge No. 8279. This also caused a delay in completion of the bridge. We wish to request 20 additional work days due to this delay.

CONSENT OF SURETY

Date April 10, 1962

We, FIDELITY AND DEPOSIT COMPANY OF MARYLAND

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Robert B. Cumming
Attorney-in-fact
Robert B. Cumming

(SEAL)

Robert B. Cumming
Resident Ag
Robert B. Cumming

E—320 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date April 10, 1962

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 160 days to 210 days, within which to complete our Contract No. 5827, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Respectfully submitted,

MORRISON-KNUDSEN COMPANY, INC.
Contractor

By

CONSENT OF SURETY

Date April 10, 1962

We, FIDELITY AND DEPOSIT COMPANY OF MARYLAND, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Robert B. Cumming
Robert B. Cumming
Attorney-in-fact

Robert B. Cumming
Robert B. Cumming
Resident Ag

(SEAL)

CD-121
2-59

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 12, 1962

Attention: Mr. I. D. Merchant, Bridge Engineer

FROM : A. [illegible] Parsons, Division Engineer
08-35.6 Salem, Oregon

SUBJECT: Oregon Project I-80N-7(7)312
Pleasant Valley Overcrossing of UPRR
Time Extension

We concur in your recommendation of a 23 day extension of time as detailed in your letter of July 11, 1962 on the above project. We will approve the extension as detailed in your letter.

RECEIVED
P 5 1962
FOR FILING

FORM 2-123X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 31, 1962

Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Attention: Mr. G. H. Baker
Superintendent

Gentlemen:

Re: Pleasant Valley Overcrossing
Old Oregon Trail Highway
Baker County
Contract No. 5827
Your File Record D-315-2-82

Our contractor completed work on the above-captioned project June 15, 1962, and in order that we may pay out the final money due the contractor for his work on this project we are in need of your final billing for flagging and inspection required.

Could you please expedite this billing and submit to us as soon as possible.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

WDG/cm

cc: Mr. G. S. Paxson
Mr. A. F. Parson
Mr. R. M. Brown

RECEIVED
SEP 4 - 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
15 1962
FOR FILING

AGENDA
SEP 20 1962
4j

FORM 2-123X 100M 4-

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 16, 1962

Oregon State Highway Commission

Gentlemen:

Re: Baker-Pleasant Valley Section
Old Oregon Trail Highway
Baker County

There will be before you at the next Commission meeting an agreement between the State and the Union Pacific Railroad Company covering the overcrossings of the Company's track at Encina and Pleasant Valley and longitudinal easements within this section. These have been reviewed by the Construction Division, the Bridge Division, and the Bureau of Public Roads and have their approval.

Your approval and signing of the agreement is recommended.

Very truly yours,

Forrest Cooper

Forrest Cooper
State Highway Engineer

cc Floyd Query ✓
G. S. Paxson
Victor D. Wolfe
L. I. Lindas
F. B. Klaboe

(A)
3 COPIES TO
BE SIGNED

([illegible])

NOTED
FLOYD QUERY
M

RECEIVED
[illegible] 14 1962
FOR [illegible]
5827

Salem, Oregon
August 13, 1962

Baker-Pleasant Valley Section
Old Oregon Trail Highway
Baker County

Mr. L. I. Lindas
Chief Counsel
BUILDING

I am forwarding to the Highway Commission with recommendation for approval the agreement with the Union Pacific Railroad Company covering the Baker-Pleasant Valley Section. The maps and descriptions of this section include not only the encroachments necessitated by the present construction, but also the areas which have been occupied by the existing Old Oregon Trail Highway for many years. We find no easement agreements in our files, nor has the Railroad been able to locate any, covering the old highway. I have no objection to the inclusion of these areas in this agreement in order that they may be properly recorded.

We have gone through the areas covered by the descriptions and subtracted from the total areas those portions which are necessitated by the existing highway. We find that 9.62 acres are required by the new construction. In Mr. Chatwood's letter of August 2 to Mr. Saling he establishes a reasonable value for land in this area at $255 per acre. At this evaluation, the 9.62 acres are valued at $2,453.10. The agreement submitted by the Railroad Company sets a value of $2,125 on the property. Since this is below our appraisal, I am recommending to the Highway Commission that it approve the agreement.

I attach hereto a copy of a letter from Mr. Klaboe dated August 10 detailing the acreages involved.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.
cc Mr. Forrest Cooper
Mr. F. B. Klaboe

FORM E-30 50M 6-61 36681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 10, 1962

SUBJECT: Baker-Pleasant Valley Section

To: Mr. G. S. Paxson
Deputy State Highway Engineer

OFFICE

On July 20 you forwarded us a copy of the proposed railroad agreement on this section and asked us to check it out in the field to make sure that the agreement conformed to the work actually done under contract. We have made this check and have determined that the agreement does, in fact, conform to the work actually performed.

Subsequent to this assignment you requested us to ascertain the value of the easements set up in the agreement. We have checked the matter out thoroughly and report the following information:

Parcel A	0.04 acre
Parcel B	0 acre
Parcel 1	0.90 acre
Parcel 2	0 acre
Parcel 3	7.50 acres
Parcel 4	0.40 acre
Parcel 5	0.78 acre
TOTAL	9.62 acres

There were also three (3) construction easements totalling 1.59 acres.

In the summary listed above we have not included any of the areas occupied by the existing highway on which no work was performed. We have also excluded the areas occupied by overcrossing structures. Furthermore, we feel that there should be no cost for the three construction easements listed.

Right of Way Supervisor K. A. Chatwood has made an appraisal of this land and has provided us with a value of $255 per acre. Extending the 9.62 acres at the $255 per acre value we arrive at a total figure of $2,453.10, which, we believe, can be supported. You will also note that the agreement between the State and the Union Pacific Railroad Company requires that the State pay to the Union Pacific Railroad the sum of $2,125.00.

It is, therefore, recommended that the agreement be presented to the Commission with your recommendation for approval.

I am returning herewith two copies of the agreement along with copies of Chatwood's and Parson's letters concerning the investigations that have been made relative to this proposal.

F. D. Morgan
Construction Engineer

By F B Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh
Attachments

RECEIVED
SEP 10 1962
FOR FILING

5827

[illegible]
31

August 9, 1962

Morrison-Knudsen Co., Inc.,
P. O. Box 27
Pleasant Valley
Oregon

Gentlemen:

The State Highway Commission, at its meeting on August 9, 1962, discussed with the Engineer your request for an extension of time on contract #5827. You requested 52 additional workdays within which to complete the Pleasant Valley RR Overcrossing on the Baker-Pleasant Valley Section of the Old Oregon Trail in Baker County, without assessment of liquidated damages.

After considering the report, recommendation of the Engineer, and other available information, the Commission granted 23 additional workdays without assessment of liquidated damages

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: A. F. Parson
George Hopkins
Ivan D. Merchant
Bureau of Public Roads
L. H. Young
C. H. Maloon

RECEIVED
AUG 1 1962
FOR FILING

5827

July 31, 1962

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 2
August 9 Meeting

The Morrison-Knudsen Company, Inc., contractors on the Pleasant Valley Overcrossing of the Union Pacific Railroad, in Baker County, Contract No. 5827, has requested 50 additional workdays in which to complete the contract. The contractor's request is attached.

The contractor contended that delay by others in the completion of the fills at the bridge ends forced his work into winter weather, causing a delay of 30 days. The contractor also contended that revisions of foundation plans caused a delay of 20 days.

Investigations disclose that there is no validity to the claim for delay caused by completion of the approach fills but that the claim for delay caused by foundation plan changes is valid. It was found that the plan changes caused an actual delay of 23 days.

It is recommended that the contractor be granted 23 additional days without assessment of liquidated damages. Concurrence by the Bureau of Public Roads is attached.

This matter will be on the agenda for your consideration at the August 9 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachments
cc Floyd Query
G. S. Paxson
P. M. Stephenson
Victor D. Wolfe
F. D. Morgan
PMS:er hlb

RECEIVED
AUG 1 1962
FOR FILING

5827

July 31, 1962

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 2
August 9 Meeting

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The contractor contended that delay by others in the completion of the fills at the bridge ends forced his work into winter weather, causing a delay of 30 days. The contractor also contended that revisions of foundation plans caused a delay of 20 days.

Investigations disclose that there is no validity to the claim for delay caused by completion of the approach fills but that the claim for delay caused by foundation plan changes is valid. It was found that the plan changes caused an actual delay of 23 days.

It is recommended that the contractor be granted 23 additional days without assessment of liquidated damages. Concurrence by the Bureau of Public Roads is attached.

This matter will be on the agenda for your consideration at the August 9 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachments
cc Floyd Query
G. S. Paxson
P. M. Stephenson
Victor D. Wolfe
F. D. Morgan
PMS:er hlb

E-320 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date April 10, 19 62.

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 160 days to 220 days, within which to complete our Contract No. 5827

the assessment

The delay in waiting for the grading contractor to complete his work at the jobsite from January 16, 1961 to May 5, 1961 a total of eighty (80) work days. This delay prevented us from completing the bridge in 1961 as was scheduled at the time we bid the job and forced us into a winter shut-down. We therefore, are requesting 30 additional work days due to this delay.

We refer to your (Oregon State Highway Department) letter of May 5, 1961 in which you requested design changes to be made in footings on Bridge No. 8279. This also caused a delay in completion of the bridge. We wish to request 20 additional work days due to this delay.

By

CONSENT OF SURETY

Date April 10, 19 62.

We, FIDELITY AND DEPOSIT COMPANY OF MARYLAND, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Robert B. Cumming
Attorney-in-fact
Robert B. Cumming

(SEAL)

Robert B. Cumming
Resident Agent
Robert B. Cumming

E—323 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date April 10, 1962

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 160 days to 210 days, within which to complete our Contract No. 5827, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Respectfully submitted,

MORRISON-KNUDSEN COMPANY, INC.
Contractor

By

CONSENT OF SURETY

Date April 10, 1962

We, FIDELITY AND DEPOSIT COMPANY OF MARYLAND

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Robert B. Cumming
Attorney-in-fact
Robert B. Cumming

(SEAL)

Robert B. Cumming
Resident Agent
Robert B. Cumming

OREGON STATE HIGHWAY COMMISSION

# Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

RECEIVED
O. S. HIGHWAY DEPT.
BRIDGE DIVISION
APR 20 1962
PM
9,10,11,12,1,2,3,4,5,6

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5827 Contractor Morrison-Knudson Co., Inc.

Highway Old Oregon Trail

Section Baker-Pleasant Valley

Kind of Work Bridge Construction

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or GRANTED. The reasons for such recommendation are as follows:

Recommend granting ~~XXX~~ Twenty-three days due to change in footing design which affected contractor's operations.

Recommended for Approval:

Asst Division Engineer

Construction Engineer or Bridge Engineer

Asst State Highway Engineer

Contract No.	5827
Project designation (State-Federal)	FAP No. I-80N-7(7)312
Date awarded	December 27, 1960
Work started	March 9, 1961
Per cent completed	~~XXX~~ *100
Date	~~XXXXXX~~ *6-15-62
No. of Workdays Allowed	160
No. of Workdays Used	~~XXX~~ *183
No. of Added Workdays Requested	~~XX~~ *23

*corrected 7/16/62 CMG

FORM CD-121
(2-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 12, 1962

Attention: Mr. I. D. Merchant, Bridge Engineer

FROM : A. [illegible] Parsons, Division Engineer
08-35.6 Salem, Oregon

SUBJECT: Oregon Project I-80N-7(7)312
Pleasant Valley Overcrossing of UPRR
Time Extension

We concur in your recommendation of a 23 day extension of time as detailed in your letter of July 11, 1962 on the above project. We will approve the extension as detailed in your letter.

(7-22-59)

RECEIVED
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FOR FILING
I-80N-7(7)312
5827

UNITED ST[illegible] GOVERNMENT

Mem[illegible]andum

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street N.E.
Salem, Oregon

DATE: July 26, 1962

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

ATTENTION: Mr. G. S. Paxson

FROM: A. W. Parsons, Division Engineer

SUBJECT: Oregon Project I-80N-7(7)312, Baker-Pleasant Valley Section
Old Oregon Trail Highway

Attached is the unsigned agreement between the State and the Union Pacific Railroad Company covering overcrossing of the Company's tracks at Encina and Pleasant Valley.

As requested in your July 20, 1962 letter of transmittal, we have examined the agreement and it appears satisfactory. We are willing to give it our approval after signature by the parties concerned.

Please furnish us with two conformed copies of the agreement when it has been fully executed.

Enclosure

RECEIVED
JUL 27 1962
OFFICE OF
STATE HIGHWAY ENGINEER

G. S. PAXSON

RECEIVED
JUL [illegible] 1962
FOR FILING
5827

Salem, Oregon
July 20, 1962

Mr. F. D. Morgan
Construction Engineer
BUILDING

Baker-Pleasant Valley Section
Old Oregon Trail Highway
Baker County

Attention Mr. F. B. Klaboe

Herewith a copy of the proposed agreement between the State and the Union Pacific Railroad Company covering the Baker-Pleasant Valley Section.

Will you please have this checked to assure ourselves that the obligations we are assuming conform to what was actually done under the contract with our contractor.

Please return the agreement when you have completed your check.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.

July 20, 1962

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Re: Baker-Pleasant Valley Section
Old Oregon Trail Highway
Baker County

Attached is a copy of the proposed agreement between the State and the Union Pacific Railroad Company covering the overcrossings of the Company's track at Encina and Pleasant Valley; also, the longitudinal encroachments, and other railroad matters in this section.

It would be appreciated if you would examine this agreement and advise as to its acceptability. This is one of the copies that must be presented to the Highway Commission, and I would ask that you return it when you have completed your examination. A conformed copy will be furnished to you when the agreement is completed by the Railroad Company.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.

bc Mr. Forrest Cooper

Salem, Oregon
July 20, 1962

Baker-Pleasant Valley Section
Old Oregon Trail Highway
Baker County

Mr. L. I. Lindas
Chief Counsel
BUILDING

Attention Mr. J. N. Hershberger

Herewith a copy of the proposed agreement between the State and the Union Pacific Railroad Company for the Baker-Pleasant Valley Section. Will you please look this over and advise as to its acceptability.

I would call your attention to subparagraph (b) on page 5 where the Railroad has set up payment by the State of $2,125. There is a considerable area of property involved in the longitudinal encroachments and it may be that any reasonable appraisal will substantiate this payment. It would be appreciated if you would have this checked.

I would also call your attention to Section 1, starting on page 15. Private property lying adjacent to the Railroad's property will use this road as access. You will note that both the State and the Railroad are obligated to withhold permits for use unless both parties agree. I do not see anything wrong with this from a practical standpoint, but would appreciate your checking as to legality.

Please return the agreement to me when you have finished your examination, as it must go to the Highway Commission.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach. - copy of agreement
copy of transmittal letter from UP

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE
PORTLAND 17, OREGON

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

JULY 18, 1962

Ref. Files: D 315 - 2 - 83
D 315 - 2 - 82
D 315 - 2 - 81

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. G. S. Paxson,
Deputy State Highway Engineer

Dear Sir:

Attached are duplicate signatory counterparts and one extra copy of proposed agreement covering relocation of the Baker - Pleasant Valley Section of the Old Oregon Trail Highway in Baker County, Oregon.

If satisfactory, will you please arrange for execution on the part of the Highway Commission, being sure to fill in the date of agreement at top of page 1. Also, will you kindly arrange to furnish and attach thereto, the State's usual form of acknowledgment. When this has been accomplished, kindly return both duplicate originals, after which one fully-executed counterpart will be returned to you.

The extra copy of agreement may be retained for your records.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

encs.

RECEIVED
JUL 19 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 1962
FOR FILING

5827

D Cook

FORM E-30X—30M—11-61—40831

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 25, 1962

SUBJECT: Baker-Pleasant Valley Section
Overcrossing
FAP No. I-80N-7(7)312
Oregon Contract No. 5827

To: Mr. L. H. Young
Office Engineering

Attention: Mr. D. B. Parkes
Contract Payments

OFFICE

Morrison-Knudsen Company, Inc. completed work on the Baker-Pleasant Valley Overcrossing of the UPRR on the Old Oregon Trail Highway in Baker County on June 15, 1962.

Will you please secure authority from the Commission to pay the final estimate on this job. The Bureau of Public Roads has made final inspection and acceptance on the contract.

ORIGINAL SIGNED
IVAN D. MERCHANT
Ivan D. Merchant
Bridge Engineer

CAG:dl

cc: Floyd Query ✓

NOTED ON CARD
LC

NOTED
FLOYD QUERY

RECEIVED
JUN 5 1962

FOR FILING

5827

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

May 29, 1962

C. G. Polk, Division Engineer
Salem, Oregon

Oregon Project I-80N-7(7)312, Structures
Baker-Pleasant Valley Section
Final Inspection and Acceptance

Reference is made to Mr. Merchant's letter of May 15, 1962 requesting a final construction inspection of subject project.

An inspection was made on May 24th by Area Engineer L. C. Jensen in company with L. R. Allen from the Salem office and Scott Coulter, Assistant Division Engineer from LaGrande and George Hopkins, Resident Bridge Engineer from Baker.

The Encina U.P.R.R. overcrossings and Alder Creek Road overcrossings, your contract No. 5826, were inspected and accepted.

The Pleasant Valley overcrossing of the U.P.R.R. was inspected. The contractor has several days work remaining on minor details, such as cleanup of forms, cleanup of Alder Creek channel and continuing the grinding of deck to meet the specification straight edge requirement of 1/8" in 10'. This work is your contract No. 5827. Upon completion of the work outlined this structure will be accepted. Your Resident Engineer, Mr. Geo. Hopkins is cognizant of all details to be completed.

Both contracts, No. 5826 and No. 5827 were under the same contractor and the work accomplished is very commendable.

Form E-1—(Rev.)-

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 30, 1962

Section Bear Springs Rock Production
Highway Warm Springs & Wapinitia County Wasco
Contractor Cody Logging Co.
Date of contract May 26, 1961
Date work started June 6, 19
Project authorization $ 35,412.50
Exclusive of engineering $ 31,036.60

Kind of work Rock Production
Section prefix 33-8311
Contract number 5827
Specified work days 50
Work days used 90
Per cent of time elapsed 180 %

Estimated cost of completed project, exclusive of engineering $ 29,900
Estimated per cent xxxxxxxxunderrun 3.7 %
Per cent of contract completed, based on estimated cost 48 %
Engineering authorization $ 2,376
Engineering cost to date $ 1,780, 74.9 %
Date project was completed 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
						48

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The plant resumed operation Thursday after being down due to rain.

The material is within specifications but requires close attention to keep the material clean and within gradation specifications.

Anticipated completion date: April 15, 1962

CONSTRUCTION DIVISION
RECEIVED
APR 2 1962
NOTED ☐ ☐ ☐ ☐ ☐
CE ACE ACE CUE

NOTED

Signed

Address Portland 2.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED
R. L. PORTER

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			12,000		
Total quantities corrected to date			12,000		
Estimated quantities moved or placed to date			5,500		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			10		

Men	9
Supervision	1
Men and trucks under 3 tons	
Men and trucks over 3 tons	1
Men and tractors	

Equipment used during week: Shovels 1, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors 1, Bulldozers 2, Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Rain		
Tuesday	Rain		
Wednesday	Rain		
Thursday	Clear		
Friday	Clear		
Saturday			

RECEIVED
MAR 14 1961
FOR FILING

I-80N-7(7)312

5827

COMMISSIONERS:
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 14, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
Room 408
State Highway Building
Salem, Oregon

Re: Pleasant Valley O'Xing UPRR
Contract No. 5827
FAP No. 1-80N-7(7)312

Dear Mr. Polk:

Morrison-Knudsen Co., Inc. started work on the Pleasant Valley Overcrossing of the Union Pacific Railroad on the Old Oregon Trail Highway in Baker, Oregon, Contract No. 5827, Federal Aid Project No. 1-80N-7(7)312 on March 9, 1961.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:al

cc: J. W. Nash
Floyd Query ✓
D. B. Parkes

RECEIVED
FORM E-128
JAN 17 1961
FOR

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

1-80N 7(1)312

5827

January 17, 1961

Morrison-Knudsen Company, Inc.,
319 Broadway
Boise
Idaho

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5827, awarded Dec. 27, 1960, for the Pleasant Valley RR Overcrossing on the Baker-Pleasant Section of the Old Oregon Trail in Baker County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
DEC 28 1960
FOR FILING

[illegible]

5-827

December 28, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Re: Encina and Pleasant
Valley Overcrossings
Baker-Pleasant Valley
Section of US30

Dear Sir:

I am attaching hereto two copies of a letter from the Union Pacific Railroad Company, dated December 23, 1960, confirming the permit of entry onto Union Pacific right of way for construction of the Encina and Pleasant Valley Overcrossings.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:mm

cc to: Mr. W. C. Williams

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

DECEMBER 23, 1960

(File Ref. D 315 - 2 - 83)

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Ass't. State Highway Engineer

Dear Sir:

Encina - Pleasant Valley Section,
Old Oregon Trail Highway

Referring to previous correspondence and conversation today regarding estimates for cost to be incurred by Railroad account construction of overhead structures at Pleasant Valley and Encina:

The estimated cost for services of Engineer-Inspector, Flagman and Watchman required account construction of overhead at Pleasant Valley is as follows:

Engineer-Inspector, 6 Mos. at $610	$ 3,660.
Expenses 6 Mos. at $250	1,500.
Car Rental 6 Mos. at $150	900.
Watchman 60 days, 8 hrs. per day at $2.15 per hr.	1,032.
Flagman (2), 10 days each, 8 hrs. per day at $2.15 per hr.	344.
Employee Benefits & Insurance 25% of $5,036	1,259.
Contingencies	870.
Total	$ 9,565.

Estimated cost for furnishing these services for overhead to be constructed at Encina is as follows:

Engineer-Inspector, 5 Mos. at $610	$ 3,050.
Expenses 5 Mos. at $250	1,250.
Car Rental 5 Mos. at $150	750.
Watchman 60 days, 8 hrs. per day at $2.15 per hr.	1,032.
Flagman (2), 10 days each, 8 hrs. per day at $2.15 per hr.	344.

Employee Benefits & Insurance 25% of $4,426	$ 1,107.
Contingencies	757.
Total	$ 8,290.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

RECEIVED
DEC 27 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 27 1960
OFFICE OF
[illegible]

RECEIVED
DEC 28 1960

FOR FILING

1-80N-7(7) 312

5827

December 28, 1960

Mr. D. F. Wengert
General Manager
Union Pacific Railroad Company
828 Pittock Block
Portland 5, Oregon

Dear Sir:

I am returning herewith the copy of your letter of December 23 confirming permit of entry for the Encina and Pleasant Valley Overcrossings in Baker County.

This has been signed by Mr. W. C. Williams, State Highway Engineer, signifying acceptance.

Very truly yours,

W. C. Williams
State Highway Engineer

By

O. S. Paxson
Assistant State Highway Engineer

Attach.

OSP:ae

cc to: Mr. W. C. Williams

RECEIVED
DEC 28 1960
FOR FILING

1-4CN-7(1)312

5827

December 28, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Re: Encina-Pleasant Valley Section
US30

Dear Sir:

I am attaching two copies of a letter from the Union Pacific Railroad Company, dated December 12, 1960, giving the breakdown of the estimated reimbursable railroad costs in connection with this work.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:mo

cc to: Mr. W. C. Williams

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

D. F. WENGERT
GENERAL MANAGER
NORTHWESTERN DISTRICT

828 PITTOCK BLOCK
PORTLAND 5, OREGON

December 23, 1960

C 315 - 2 - 6

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

RECEIVED
[illegible] 1960
[illegible] ENGINEER

Attention: Mr. G. S. Paxson

Dear Sir:

Your letter of February 15, regarding permit of entry for reconstruction of the Baker-Pleasant Valley section of the old Oregon Trail Highway in Baker County, in reply to ours of February 12:

It was the intention of our letter of February 12 that it would encompass permit for construction of the Encina-Pleasant Valley overcrossings as well as the grading therefor, and this may be considered as additional authority for such work, and to clarify the authority which we understand from telephone conversation was not explicit enough for your purposes.

To express your agreement and concurrence, kindly sign the acceptance shown below and return the carbon copy for our file.

Very truly yours,

D F Wengert

Accepted this 27th day of

December, 1960

STATE OF OREGON

By ____________________
State Highway Engineer

CC - Mr. R. B. Kester - Portland
Mr. R. M. Brown - Portland
Mr. D. J. Callahan - Portland
Mr. G. H. Baker - Albina

RECEIVED
1960

I 80N-7(7)31
5827

408 State Highway Building
Salem, Oregon

December 27, 1960

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project I-80N-7(7)312

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project I-80N-7(7)312, Pleasant Valley Overcrossing U.P.R.R., Baker-Pleasant Valley Section, Old Oregon Trail Highway, we hereby concur, as of this date, in award of Contract No., 5827 to Morrison-Knudsen Co., Inc., of Boise, Idaho, low bidder in the amount of $443,856.00 at the December 9, 1960 bid opening.

NOTED
FORREST COOPER

RECEIVED

FOR FILE

1-80N-7(7)312

5827

December 27, 1960

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
Room 408
State Highway Building
Salem, Oregon

RE: Pleasant Valley
Overcrossing of U.P.R.R.
FAP No. I-80N-7(7)312

Dear Sir:

On December 9, the Highway Commission accepted the low bid of Morrison-Knudsen Company, Inc., in the amount of $443,856.00 on the above project and instructed me to award the contract to said bidder as soon as all Rights of Way for the project were acquired.

All Rights of Entry required for this contract are acquired. All Rights of Access to or from abuting properties are either (1) denied by law or (2) have been acquired or (3) are being acquired in condemnation proceedings which have been commenced and which will be prosecuted to completion.

I propose to award the contract to Morrison-Knudsen Company, Inc., as of this date. May I have your concurrence in this award.

Very truly yours,

W. C. Williams
State Highway Engineer

CAG:nk

P *

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NOV 2 1960
FOR FILING
I-80N-7(7)312
5827

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

November 17, 1960

C. G. Polk, Division Engineer
08-35.6 Salem, Oregon

Oregon Project I-80N-7(7)312

We have today approved the P. S. and E. documents for Oregon Project I-80N-7(7)312, Baker-Pleasant Valley Section, (Structures) Old Oregon Trail Highway.

This is to authorize your advertising for bids.

There will be no Federal participation in the cost of the contingent item of permanent signing, as such work may well be included in the bid items. This matter was covered in our letter of November 14, 1960, concerning Oregon Project U-155(7), S.E. 9th St.-S.W. 4th St. (Pendleton) Sec., Pendleton-John Day Highway.

Approval of the item for railroad flagging is subject to final audit determination that the Engineering-Inspection amounts included in the Special provisions and estimate are actually for watchmen or flagmen services.

Porter

F-80(5) Rhinehart-Elgin Sec., Wallowa 1960
Lake Hwy. (Grad., Pav. & Struc.)
#5828 [redacted]

RR-
553

STATE COPY

Monthly transaction number [illegible]/12-64	Fo[illegible]-2A U.S. DEPARTMENT OF COMMERCE (5-[illegible]57) BUREAU OF PUBLIC ROADS	[illegible]te **Oregon**
		County **Union**
Project report number [illegible] **12**	**MODIFICATION OF FEDERAL-AID** **PROJECT AGREEMENT** 12-4-64	Project number **F-80(5)**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **May 11**, 19**61**, is hereby modified as follows:

Revised estimated total cost of project	$ **704,693.38**
Revised Federal funds	$ **442,336.69**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **4** day of **December**, 19**64**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Stein

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ **XXX A. W. Parsons**
Division Engineer

By: L R Backlund
L. R. Backlund, Administrative Mgr.

USComm-DC 11170

5-11-61

RECEIVED
MAY 22 1961

FOR FILING

Monthly Transaction No. 5-90	Form 2 (9-1:)	State **Oregon**
Project Report No. F-80(5),	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	County **Union**
5828	FEDERAL-AID PROJECT AGREEMENT	Project No. **F-80(5)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

SR 82, Rhinehart to Elgin
(Approx. 1 mile north of Rhinehart ot 1 mile south of Elgin)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	11-17-60	2.8
Other *(Specify)*		

FUNDS

Estimated total cost of project $611,739	Federal funds $ 378,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

State Highway Engineer
(title)

By ______________________

____
(title)

By ______________________

____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~XX~~By **C. G. Polk**
Division Engineer

By: WE Martin

Acting Division Engineer

Date executed by
Division Engineer 5-11-61

USComm-DC 40257

May 8, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Rhinehart-Elgin Section, Project No. F-80(5) and three copies of agreement with Union Pacific Railroad Company covering crossing on the above project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

Oregon State Highway Department

Federal Aid
Project No. F-80(5)

RHINEHART-ELGIN SECTION OF THE
WALLOWA LAKE HIGHWAY IN UNION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 8, 1961

Type Code 6201
Roadway (Sta. 825+00 to Sta. 976+79.68) (Contract 5828)

Clearing and Grubbing	All	Required		$ 13,000.00
Drainage Excavation, Unclassified	670	cu. yds.	$ 2.00	1,340.00
General Excavation, Unclassified	236,000	cu. yds.	0.69	162,840.00
Short Overhaul	770,200	yd. sta.	0.01	7,702.00
Long Overhaul	13,200	C-yd. Sta.	0.40	5,280.00
Scarifying Pavement	1,800	sq. yds.	0.30	540.00
Finishing Roadbed and Slopes	2.81	miles	1,000.00	2,810.00
Rounding Cutbanks	9,600	lin. ft.	0.30	2,880.00
12-inch Concrete Pipe	150	lin. ft.	3.00	450.00
18-inch Concrete Pipe	900	lin. ft.	5.50	4,950.00
24-inch Concrete Pipe	440	lin. ft.	8.00	3,520.00
24-inch Concrete Siphon Pipe	90	lin. ft.	11.00	990.00
6-inch Perforated Rigid-Type Drain Pipe	420	lin. ft.	3.00	1,260.00
Special Backfill in Drains	60	cu. yds.	8.00	480.00
Salvaging Culvert Pipe	48	lin. ft.	3.00	144.00
Class "A" Concrete in End Basins	7	cu. yds.	100.00	700.00
Metal Reinforcement in End Basins	170	lbs.	0.20	34.00
Class "A" Concrete in Box Culverts	70	cu. yds.	70.00	4,900.00
Metal Reinforcement in Box Culverts	10,700	lbs.	0.16	1,712.00
Metal Guard Rail	2,100	lin. ft.	3.00	6,300.00
Guide Posts, Type W-2	130	only	8.00	1,040.00
Type 1 Fence	1,300	rods	7.00	9,100.00
Coarse Crushed Material in Base	59,700	tons	1.55	92,535.00
3/4" - 0 Material in Base	8,100	tons	1.65	13,365.00
Sprinkling	3,500	M-gals.	3.00	10,500.00
Preparation of Base	2.81	miles	250.00	702.50
3/4" - 0 Material in Binder Course	320	cu. yds.	3.05	976.00
MC-2 Asphalt	48	tons	60.00	2,880.00
Class "B" Asphaltic Concrete	10,100	tons	6.85	69,185.00
				$422,115.50
Flagging (57½% of Contractor's Cost)	All	Required		500.00
Signing (Temporary)	All	Required		3,000.00
Seeding and Mulching	All	Required		1,980.00
				5,480.00
Utility Work				
Work by California Pacific Utilities Co.	All	Required		170.00
	Subtotal			$427,765.50
	10% Engr. & Cont.			42,776.50
		Total		$470,542.00

Type Code X321
Rhinehart Bridge (Sta. 944+53.51 to Sta. 947+86.51)(Contract 5628)

Shoring, Cribbing, Etc.	All Required		$ 19,000.00
Structural Excavation	680 cu. yds.	$ 6.50	4,420.00
Structural Excavation Below Elevation Shown	50 cu. yds.	20.00	1,000.00
Furnish Treated Timber Piling	1,770 lin. ft.	1.70	3,009.00
Furnish Untreated Timber Piling	1,680 lin. ft.	0.90	1,512.00
Drive Timber Piles	96 only	50.00	4,800.00
Class "A" Concrete (660 cu. yds.)	All Required		66,220.00
Metal Reinforcement (189,000 lbs.)	All Required		25,370.00
8-inch Metal Drain Pipe	110 lin. ft.	4.00	440.00
			$125,771.00

Utility Work

Work by OWR&N Co. (UPRR)	All Required	$ 2,590.00
	Subtotal	$128,361.00
	10% Engr. & Cont.	12,836.00
	Total	$141,197.00

Length of Roadway	2.812 Miles
Length of 1 Structure	0.063 Mile
Total Length	2.875 Miles
Cost of Roadway Per Mile	$167,333.57

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$470,542.00	$291,000.00	$179,542.00
Structure	141,197.00	87,000.00	54,197.00
	$611,739.00	$378,000.00	$233,739.00

State Funds For Const: Chap. 175, laws 1917; Chap 31, laws 1920;
Chap. 529, laws 1939.

State Funds For Maint: Chap. 529, laws 1939.

RHINEHART-ELGIN SECTION

PROJECT NO. F-80(5)

Estimated cost of work by the Union Pacific Railroad Company

Remove and Restore Communication Lines		$ 410.00
Remove and Rearrange Right of Way fence		200.00
Installation of single-track guard rail		380.00
Salvage Credit		30.00 Cr.
Watchman: 66 days, 8 hrs. per day at $2.15	$1,135.00	
66 hrs. overtime at $325	215.00	
		1,350.00
Employee Benefits and Insurance (25%)		283.75
		$2,593.75
	Use	$2,590.00

Estimated cost of work by the California Pacific Utilities Co.

Lump Sum Agreement		$ 170.16
	Use	$ 170.00

Oregon State Highway Department

Federal Aid
Project No. F-80(5)

RHINEHART-ELGIN SECTION OF THE WALLOWA LAKE HIGHWAY IN UNION COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 26, 1960

Type Code 6201
Roadway (Sta. 825+00 to Sta. 976+79.68)

Clearing and Grubbing	All	Required	$	$ 16,000.00
Drainage Excavation, Unclassified	670	cu.yd.	3.00	2,010.00
General Excavation, Unclassified	236,000	cu.yd.	0.70	165,200.00
Short Overhaul	770,200	yd.sta.	0.01	7,702.00
Long Overhaul	13,200	C-yd.sta.	0.40	5,280.00
Scarifying Pavement	1,800	sq.yd.	0.40	720.00
Finishing Roadbed and Slopes	2.81	mile	1,000.00	2,810.00
Rounding Cutbanks	9,600	lin.ft.	0.20	1,920.00
12-inch Concrete Pipe	150	lin.ft.	2.50	375.00
18-inch Concrete Pipe	900	lin.ft.	4.50	4,050.00
24-inch Concrete Pipe	440	lin.ft.	6.00	2,640.00
24-inch Concrete Siphon Pipe	90	lin.ft.	7.50	675.00
6-inch Perforated Rigid-Type Drain Pipe	420	lin.ft.	2.00	840.00
Special Backfill in Drains	60	cu.yd.	6.00	360.00
Salvaging Culvert Pipe	48	lin.ft.	3.00	144.00
Class "A" Concrete in End Basins	7	cu.yd.	60.00	420.00
Metal Reinforcement in End Basins	170	lb.	0.20	34.00
Class "A" Concrete in Box Culverts	70	cu.yd.	55.00	3,850.00
Metal Reinforcement in Box Culverts	10,700	lb.	0.15	1,605.00
Metal Guard Rail	2,100	lin.ft.	2.75	5,775.00
Guide Posts, Type W-2	130	only	6.75	877.50
Type 1 Fence	1,300	rod	5.25	6,825.00
Coarse Crushed Material in Base	59,700	ton	1.30	77,610.00
3/4" - 0 Material in Base	8,100	ton	1.40	11,340.00
Sprinkling	3,500	M-gal.	3.00	10,500.00
Preparation of Base	2.81	mile	250.00	702.50
3/4" - 0 Material in Binder Course	320	cu.yd.	3.50	1,120.00
MC-2 Asphalt	48	ton	46.00	2,208.00
Class "B" Asphaltic Concrete	10,100	ton	6.25	63,125.00
				$396,718.00

Flagging (57½% of Contractor's Cost)	All	Required		500.00
Signing (Temporary)	All	Required		3,000.00
Signing (Permanent)	All	Required		1,500.00
Seeding and Mulching	All	Required		1,980.00
				$ 6,980.00

Utility Work

Work by California Pacific Utilities Co.	All Required	$	$ 600.00
Work by West Coast Tel. Co.	All Required		50.00
			$ 650.00
	Subtotal		$404,348.00
	10% Engr. & Cont.		40,434.00
	Total		$444,782.00

Type Code X321
Rhinehart Bridge (Sta. 944+53.51 to Sta. 947+86.51)

Shoring, Cribbing, Etc.	All Required	$	$ 8,000.00
Structural Excavation	680 cu.yd.	6.00	4,080.00
Structural Excavation Below Elevation Shown	50 cu.yd.	8.00	400.00
Furnish Treated Timber Piling	1,770 lin.ft.	1.30	2,301.00
Furnish Untreated Timber Piling	1,680 lin.ft.	1.00	1,680.00
Drive Timber Piles	96 only	55.00	5,280.00
Class "A" Concrete (860 cu.yd. at $70.00)	All Required		60,200.00
Metal Reinforcement (189,000 lb. at $0.13)	All Required		24,570.00
8-inch Metal Drain Pipe	110 lin.ft.	4.00	440.00
			$106,951.00

Utility Work

Work by OWRR and N Co. (UPRR)	All Required		3,700.00
	Subtotal		$110,651.00
	10% Engr. & Cont.		11,065.00
	Total		$121,716.00

Length of Roadway - - - - - -	2.812 Miles
Length of 1 Structure - - - -	0.063 Mile
Total Length- - - - - - - - -	2.875 Miles
Cost of Roadway Per Mile- - -	$158,172.83

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$444,782.00	$275,000.00	$169,782.00
Structure	121,716.00	75,000.00	46,716.00
	$566,498.00	$350,000.00	$216,498.00

RHINEHART-ELGIN SECTION

PROJECT NO. F-80(5)

Estimated cost of work by the Union Pacific Railroad Company.

Remove and Restore Communication Lines		$ 400.00
Remove and Rearrange Right of Way Fence		200.00
Salvage Credit		30.00 Cr.
Equipment		750.00
Watchman: 66 days, 8 hrs. per day at $2.15-	$1,135.00	
66 hrs. overtime at 3.25	215.00	
		1,350.00
Employee Benefits and Insurance (25%)		283.75
Contingencies		750.00
		$3,703.75
USE		$3,700.00

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APR 14 1964
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STATE COPY

477 Cottage Street NE.
Salem, Oregon 97301

Mr. I. E. Taylor, Regional Engineer
Kansas City, Missouri

April 3, 1964
Original signed by
[illegible]

A. W. Parsons, Division Engineer
Salem, Oregon

By: L. R. Backlund
Admin. Manager

08-35.5

Courtesy Audit
Oregon Project F-80(5)
Union Pacific Railroad

Please arrange for an audit of the attached railroad company bill at their office in Omaha, Nebraska.

The following documents are enclosed:

Railroad Fiscal Review Sheet
Copy of Railroad Billing
State - Railroad Agreement Assembly

Upon completion of the audit, please return all documents with three copies of the audit report.

So that we may advise the State, we would appreciate being advised when the audit can be scheduled.

Enclosures 3

cc:
Region
OSHD(Maison)
Backlund

NOTED
R. L. PORTER

RECEIVED

Noted ☐ ☐ ☐ ☐ Jml.
ME AME MUE

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Cartwright
Date: 4/10/64 By: MK
For: which jobs are these
Is this usual?
Due Date:

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APR 13 1964
OFFICE OF
STATE HIGHWAY ENGINEER

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NOV 13 1963
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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

November 12, 1963

Oregon State Highway Commission

Re: White Bros. Construction
Co. v. State of Oregon
Rhinehart-Elgin Section
Wallowa Lake Highway
Contract No. 5828

Gentlemen:

This is to advise you of the recent filing of the above action on November 4, 1963, in the Circuit Court of the State of Oregon for the County of Marion.

The White Bros. Construction Company is praying for a judgment declaring the rights of the parties regarding the liquidated damages which have been imposed on the Construction Company by the Highway Department in the sum of $6,200.00. The Company is also asking for damages in the sum of $20,000.00, a reasonable attorney fee, and its costs and disbursements.

The first count and cause of action alleges that the Construction Company was required to perform slide correction work and to repair drainage disrupted by the slides on a force account basis. The Company further alleges that the State's failure to timely secure the necessary rights of way delayed the performance of this force account work, causing the Company to work during inclement weather and increasing its costs in the amount of $10,000.00.

In the second cause of action the Company alleges that its construction schedule required it to commence crushing in April of 1962, but that the State ordered the Company not to commence crushing until the completion of the force account work, causing it to incur additional expense in the sum of $10,000.00.

In the third cause of action the Construction Company alleges that it was unable to work for a period of 30 days because of a construction strike, and that we wrongfully charged

NOTED
FLOYD QUERY

it liquidated damages in the amount of $6,200.00 for 31-days' delay in the completion of the contract, which act it alleges to be arbitrary, capricious and without cause.

This matter has been referred to our staff attorney in charge of claims, and the interest of the Highway Department will be fully protected, and I shall keep you informed of the progress of the matter.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:jm
cc: Forrest Cooper
R. L. Porter
Lloyd Shaw
P. M. Stephenson
Tom Edwards
Floyd Query
C. H. Maison
Robert Y. Thornton

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NOV 5 1963
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Dorothy - note on card

Salem, Oregon
Nov. 4, 1963

Mr. L. I. Lindas
Chief Counsel
Salem

Attached is Summons and Complaint No. 55372 in the Marion County Circuit Court in the case of White Bros. Construction Company, Inc., versus the State Highway Commission, to recover liquidated damages and costs on Contract No. 5828.

These papers were received at 1:05 p.m. today.

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

FQ:fp

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dc

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FEB 10 1964
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Salem, Oregon
Sept. 4, 1963

Agenda Item 1c-7

Mr. L.I. Lindas
Chief Counsel
Office

Attention: Mr. Walter T. Wright
Right of Way Engineer

File Nos. 34788, 30754 and
30753 - Hibberd
Rhinehart-Elgin Section
Wallowa Lake Highway
Union County

Attached for further handling are two fully executed copies of an Indenture of Access to the Dick Hibberd property on the Rhinehart-Elgin Section of the Wallowa Lake Highway in Union County.

A conformed copy of the above Indenture has been retained in this office.

Secretary

rn
Attach: 2

FORM E-30 25M 9-61 82319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 12, 1963

AGENDA
AUG 29 1963
IC-7

SUBJECT: AGENDA ITEM FOR AUGUST 29 COMMISSION MEETING
File No. 34788, 30754, and 30753 - Hibberd
Rhinehart-Elgin Section
Wallowa Lake Highway
Union County

To:

Mr. Floyd Query
Secretary

Office

1 copy in suspense

Please place on the agenda of the August 29 meeting an Indenture of Access between the State of Oregon and Mr. and Mrs. Dick Hibberd.

The Bureau of Public Roads has been advised that this Indenture will create only one additional access. Other accesses are only being shifted in location to meet the owner's needs. The Bureau has no access control over the grant of the one additional Indenture of access; and by their letter of July 26, have given their approval for the shifting of the other existing accesses.

Two copies of the instrument should be returned to us after approval and execution by the Commission.

L. I. LINDAS
Chief Counsel

By Walter T. Wright
Walter T. Wright
Right of Way Engineer

WTW:SM
cc: L. I. Lindas
Attachments
Indenture in triplicate

Ⓐ
2 COPIES TO
BE SIGNED
By Commission

9/3/63
Ruth – Mr [illegible]
said to send the Ind
on to us & we will
hold in file until
the deed in file
34788 is in
& the info inserted
in the Ind. We will add date
[illegible] the date so you can
complete your form at a later date
R.K.

NOTED
FLOYD QUERY

RECEIVED
APR 1 - 1963
FOR FILING

March 29, 1963

White Bros. Construction Co., Inc.
Post Office Box 376
Walla Walla, Washington

Re: Extension of Time
Rhinehart-Elgin Section
Wallowa Lake Highway
Contract No. 5828

Gentlemen:

We have considered the various facets of this project and have concluded that, in the absence of any new substantiating data, we must deny your request for a further extension of time.

Should you desire to provide new supporting data to substantiate your request, we will be glad to give the matter careful consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
P. D. Morgan
A. F. Parson

CHB:db: ajw

FORM E-30 50M 9-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 27, 1963

SUBJECT: Time Extension for White Bros.
Rhinehart-Elgin Section
Wallowa Lake Highway
Contract No. 5828

To: Mr. Lloyd P. Shaw
Ass't State Highway Engineer
BUILDING

The matter of subexcavating for the removal of soft spots in the subgrade has been thoroughly considered by this office and the Division Office, and we can only conclude that no time extension can be logically granted for this reason.

The soft spot removal was done simultaneously with the other grading work and did not substantially reduce the contractor's production. Even with all the slide removal work done at bid price, the quantity of earthwork overran only 3,000 cubic yards, which would indicate a considerable underrun if the slide material were not considered. During the major portion of the slide removal work, work days were not charged, regardless of whether the work was being done under a Force Account Order or at the bid price.

Due to the fact that no new data has been submitted by the contractor, we recommend that no additional workdays be allowed. A rough draft to the contractor is attached.

F. D. Morgan
Construction Engineer

by

G. L. Decker

G. L. Decker
Ass't Construction Engineer

CHB:db

Attach.

RECEIVED
MAR 27 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 22 1963

FOR FILING

[illegible]

[illegible]

Salem, Oregon
February 25, 1963

Rhinehart-Elgin Section
Wallowa Lake Highway
Contract No. 5828
Prefix 31-1052

Mr. R. L. Porter
Deputy State Highway Engineer
Office

221

Review of Mr. Coulter's analysis of workday charges against White Brothers Construction Co. shows no reason for "rescinding" any charges made.

One item mentioned by both the contractor and Mr. Coulter is wet grade resulting from springs or boggy conditions. This matter is not developed in either communication and does not rule out the possibility that an extension of time may be justified for unforseeable grade wetness. This possibility seems to be strengthened by the fact of overrun in perforated drains and by need to excavate below grade and place rock backfill. I shall request clarification of this matter from the Construction Division.

Mr. Decker's analysis of base overrun seems to justify five days extension for that reason.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

cc F. D. Morgan - Please investigate the wet grade as mentioned in second paragraph above. LPS

RECEIVED
MAY 22 1963
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Salem, Oregon
February 25, 1963

Mr. R. L. Porter
Deputy State Highway Engineer
Office

Rhinehart-Elgin Section
Wallowa Lake Highway
Contract No. 5828
Prefix 31-1052

Review of Mr. Coulter's analysis of workday charges against White Brothers Construction Co. shows no reason for "rescinding" any charges made.

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Mr. Decker's analysis of base overrun seems to justify five days extension for that reason.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

cc F. D. Morgan - Please investigate the wet grade as mentioned in second paragraph above. LPS

MORGAN 5-14-63

NOTE AND RETURN TO ME

I believe your office reported no reason to allow time extension due to soggy grade--is this correct?

OK

Kill File

FORM E-30 50M 5-62 43909

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 13, 1963

SUBJECT: Assignment: RLP 221
Letter from White Bros.
Workday charges on Rhinehart-Elgin Section
Wallowa Lake Highway
Contract No. 5828

To: Mr. R. L. Porter
Deputy State Highway Engineer

BUILDING

The January 26 letter from White Bros. asking that 31 charged workdays be rescinded is returned herewith.

All the dates, times and attending conditions mentioned in this letter have been considered previously. This request has been very carefully considered, both here and in the Division office. It is our firm belief workdays have been properly charged. The Bureau of Public Roads is in concurrence.

Mr. Coulter was asked to analyze and report on White Bros.' request. A copy of his detailed report is attached.

Our analysis of all the job conditions reveals that an overrun in base rock quantities presents a valid cause for a 5-day extension which was not brought forth by White Bros. This 5-day extension is computed as follows:

7,136.58 tons OR in coarse base
972.65 tons OR in level course
8,109.23 tons TOTAL OVERRUN

8,109.23 ÷ 1600 (av. daily prod.) = 5.06 days.

In the event the over-all circumstances of the job justifies further relief, the next to last paragraph of Mr. Coulter's letter should be considered.

Please advise if this office should reply to White Bros.

F. D. Morgan
Construction Engineer
By
G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:bjh
Attachments

cc: A. F. Parson

RECEIVED
FEB 14 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—50M—5-62 43909

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

CONSTRUCTION DIVISION
RECEIVED
FEB 5 1963
NOTED- ☐ ☐ ☐ ☐ ☐

La Grande, Oregon
February 1, 1963

SUBJECT: Rhinehart-Elgin Section
Wallowa Lake Highway
Contract 5828, 31-1052

To:

Mr. F. D. Morgan
Construction Engineer
Salem

Attention: G. L. Decker

The following is an analysis and report on a letter to Mr. Porter from White Brothers Construction Company dated January 26, 1963, a copy of which was sent this office.

White Bros. are asking that the Department rescind the 31 work day charges on which our final estimate showed liquidated damages to be charged. For cross reference, I will use the same paragraph numbering system as is in this letter.

Paragraphs 1, 2 and 3 pertain to time charged by our resident engineer from award of the contract in December 1960 to June 10, 1961. An analysis of the workday charges during this period was made at the time White Bros. submitted a request for extension of time in October 1961. We believe the analysis we made at that time is correct, wherein we recommended no increase in the number of workdays. Thursday of this week, Resident Engineer Blickenstaff and myself re-analyzed weekly reports for the period referred to in paragraph #1 of this recent White Bros. letter. During the period from March 20 to May 13, 21 workdays were charged. Adding the percentage productivity possible as reflected in the weekly statements of workday charges, indicates that 20.8 days possible production was available.

In discussing the resident engineer's method of showing percent production possible on his weekly reports, it was revealed that the numbers shown are accurate only on those days where about 60 percent production was estimated possible. Where the production rate fell much below 50 percent the engineer showed the production rate as being only zero percent possible. His thinking was that since no workday was being charged, the estimated production rate was not of great concern. Through this period 11 days were shown as zero percent possible. Common sense would indicate that on any but extremely bad days the contractor would be able to accomplish something. Two of the days were shown as borderline indicating 60 percent possible production rate; however, due to our tendency to be somewhat pessimistic in our estimates and because of the analysis above in which we tabulated the percent production rates as shown on the weekly reports, we do not recommend granting of any increase of workdays.

With regard to paragraph No. 2 in the contractor's letter, our weekly reports indicate the weather was clear. No percent production rate was shown on the weekly report from May 15 to May 20, however, it was during this time that the contractor started a two shift operation in which he was moving an estimated 4,000 cubic yards per day. This production rate plus the clear weather and the contractor's increased activity, led us to believe that our workdays as charged were correct. No increase can be recommended.

Regarding paragraph No. 3, the review of weekly reports indicates that from May 21 to June 10 a total of 11 workdays were charged. The contractor operated two shifts through this entire period. An estimated total of 45,000 cubic yards were moved. Due to the progress rate plus the review of weather conditions and a tabulation of the percentage rates possible, we do not believe any increase could be recommended for weather conditions during this time. A study of the diaries submitted with the semi-final estimate should substantiate this.

White Bros. bring up several items in their paragraph No. 4. The statement referred to as being made in a letter from Blickenstaff to Mr. Parson stated that it was known that the contractor's production was slowed during his grading operations by mud and boulders and wet areas which were wet even in the dry summer months and not as a result of the weather. Since this was the subsurface condition of the project regardless of precipitation, the resident engineer charged work time throughout grading operations in this wet material. We believe he was correct in doing so.

It is true that the perforated pipe and sand backfill overran on the project. However; at no time did the pipe laying operation hamper the grading activities. This perforated pipe was laid by a separate crew working in different areas than occupied by the activities of the grading and bridge work. Where the contractor was asked to excavate below grade, backfilling with rocky material, he was paid for all the excavation and haul involved. This we believe is just normal practice and work required under the contract as specified in Article 2.4.24 of the standard specifications.

At the time the first two slides were encountered we estimated an additional 14,000 cubic yards would have to be removed. Workdays for the removal of this material were recommended for approval when the contractor submitted his first request as stated before in October 1961. Reducing the total excavation quantities as shown on the final estimate by this 14,000 cubic yards reveals that the total amount of material moved under the contract on the workdays as specified falls about half way between the net and gross quantities shown on the plans. The contractor, on his own, excavated below grade some 3 to 5 feet through the cut between Station 890 and 903. This is a cut in which solid rock was encountered. The contractor's superintendent believed it necessary to go this far below grade to avoid having any donikers sticking up through the subgrade. This is contrary to beliefs expressed by the resident engineer at the time. This is mentioned only to show that a portion of the sub-excavation work was done against our wishes on the contractor's own desires. Reportedly, this sub-excavation work was one main reason for the later firing of one of the contractor's superintendents, the contractor himself apparently believing that all the sub-excavation work through this one cut was not necessary. Here again we can see no reason for recommending any increase in workdays.

Paragraph No. 5 in the contractor's letter pertains primarily to weather encountered during the spring and early summer of 1962. An entirely different condition obtained on the project this year than in the prior one in that the majority of the grading had been completed, part of the base rock surfacing had been placed and the slides were becoming larger and larger. The first spring the work on the project consisted of clearing and the beginning of grading operations. The second year we were concerned with just what corrective measures should be made on the slides and the protection of the roadbed from any further unnecessary damage. The moving in of the equipment by the contractor was made prior to any agreement with the Department as to what work should be done to correct these slides. It was known that some work would be needed but whether this would be done under Price Agreement or on an Extra Work basis had not been agreed upon. The contractor moved in the small 3/4 yard shovel which was adequate for the remaining work to be done under the contract. This was used on the subsequent work order because of its availability. Had it not been on the project we would have ordered the moving in of a larger shovel, more adapted to the work which needed to be performed. The commencement of operations was due to instructions from the Highway Department and not at the insistence of White Bros.

It is our conviction that the contractor could have completed the project sooner in 1962 had he increased his crushing operations and the placing of surfacing. As pointed out in our resident engineer's letter of transmittal submitted with the second request for increase in workdays, forwarded to your office October 1, 1962, it was estimated at the beginning of the 1962 season that it would be necessary for the contractor to produce at least 2400 tons of crushed materials daily, normally a double shift operation. However; the crusher was only operated on a single shift. To me, this more than any other reason forced the late completion of the project. As with the first four paragraphs of Mr. White's letter, we can see no reason for recommending any increase in the number of workdays for any item brought up in his 5th paragraph.

An analysis was made of the workdays charged subsequent to completion of the paving operations on October 8, 1962, at which time traffic was utilizing the new facility. No workdays were charged between October 9 and October 14. During the week from October 15 to 19th, guard rail and site posts were installed. Weather was good and 5 workdays were charged. White Bros. subcontractor, doing the guard rail work, was aware of the fact that there was some painting left to do and a little minor re-alignment of the guard rail. However; no activity occurred during the week from October 22 to October 26. This week, again, was fair weather; five workdays were charged. During the week from October 29 to November 2 the area was foggy at times and even though it was not the best painting weather, it is probable that the guard rail could have been painted. However; since there was no activity on the project, our engineer bent over backwards and charged no workdays during this week. Painting and other work was completed on two half days, November 5 and 6. Weather on November 5 was partly rainy reducing the efficiency to below 60%. November 6 was election day, being a legal holiday no workday was charged.

The ten workdays charged following completion of the paving operations is the only time for which I believe White Bros. have even a ghost of a chance of having any workdays rescinded. If the Commission wants to be lenient with White Bros., due to the long duration of this contract occasioned by the extra work encountered due to slides and subsequent delay and the delay due to the two strikes, they might want to reason that since the highway facility was functional and being utilized by the motoring public, they would rescind the last ten workdays. However; this is not in accord with the provisions as set up in the contract and it is not our recommendation that the charge of these ten days be rescinded.

If further analysis on any item in White Bros. letter is desired from this office we would like return of the engineer's diaries for study for the making of this analysis.

A. F. Parson
Division Engineer

By

HS Coulter

H. S. Coulter
Assistant Division Engineer

HSC:dj

cc: L. V. Blickenstaff

PLEASE RETURN TO
R. L. PORTER

WHITE BROTHERS CONSTRUCTION CO., Inc.

General Contractors

Route 1, Box 1700 - Phone DI 3-1921
EUGENE, OREGON

January 26, 1963

Mr. R. L. Porter
Oregon State Highway Department
Salem, Oregon

Re: Rhinehart-Elgin Section
Wallowa Lake Highway

Dear Sir:

We are asking that the 31 work day charges be recinded for the following reasons.

1. There are only four days in the period from March 20th to May 13th, 1961, that in the Engineers own opinion we could work at 100% production. Two of these appearing on weekly report Monday March 20th and 21st, after a week from March 12th to March 18th in which the ground conditions were too wet to make even a hand clearing operation efficient. There are 39 work days in the period for which we were charged 20 days. We respectfully ask that these work days not be charged, as the ground with the springs that are involved in this area, plus the weather, could not possibly dry up enough to make the grading operation feasible.

2. The week of May 7th to May 13th shows cloudy weather followed by heavy rains on Thursday May 11th. May 14th to May 20th, we were charged 5 days as the weather showed clear in the sky, but ground conditions were still unfavorable, in our opinion.

3. The weekly reports will show that this weather condition existed, although not as severe, up until June 10th. For this, we feel another 6 days should be allowed.

4. The resident engineers letter to Mr. Parsons of January 8th, 1963, on page 4 and paragraph 4, follows our thoughts in regard to wet conditions that existed on the job even with no added rain. Also, the overrun on the job for perforated pipe and sand backfill should be considered. At three or four places on the project we excavated below grade and hauled rock in for backfill to alleviate wet ground conditions at no extra cost to the State at that time. These things all add to the amount of time it takes to complete the work.

WHITE BROTHERS CONSTRUCTION CO., Inc.

General Contractors

Route 1, Box 1700 - Phone DI 3-1921
EUGENE, OREGON

Mr. R. L. Porter January 26, 1963

Page 2....

5. During the winter of 1961 and the spring of 1962 some slides occured. We were prepared in April 1962 to move in and to remove these, but at the resident engineers verbal request we waited, as the ground was too wet to work. We were having a weather condition similar to the year before. The week of May 13th to May 19th, we moved a Shovel and Cat onto the project. At this time the resident engineer, in his opinion still thought it too wet to work. The week of June 17th to June 23rd, we insisted we had to go to work in order to complete the project before bad weather caught us in oiling or painting in the fall. Right of way clearance was obtained by Friday of that week, and we went to work. We draw attention to this particular time, because as the job finally turned out, our not being able to start sooner, did put us into bad weather in the fall. This being up against the weather makes it difficult for everyone to coordinate there work so there will be no lost time. We also feel that the fact the State deemed it unfeasible to work before June 20th of 1962, emphasizes the fact we could not operate efficiently the first year. In 1962, the grade was built, the culvert pipes and perforated pipe were installed, and the cuts and fills were in a much better condition to dry out.

Respectfully submitted,

WHITE BROS. CONSTR. CO., INC.

T. W. White

T. W. White

TWW/wme
Carbon Copy to:
Mr. A. F. Parsons
Division Engineer
State Highway Dept.
La Grande, Oregon

RECEIVED
FEB 19 1963

FOR FILING

F-70([illegible])

5151

9

February 18, 1963

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract #5828 awarded to White Bros. Const. Co. Inc., for grading-paving-structure on the Rhinehart-Elgin Section of the Wallowa Lake Highway in Union County was completed on November 6, 1962, and accepted by the Highway Commission on February 13, 1963.

"A Final" payment, in the amount of $65.86 will be released to the contractor after February 26, 1963. The total contract amount is $620,598.66 including $62,337.78 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: White Bros. Const. Co. Inc.,
P. O. Box 376
Walla Walla
Washington

cc: C. H. Maison
Attn.: John Herr

RECEIVED
FEB 18 1963

FOR FILING

[illegible]

[illegible]

February 15, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed November 6, 1962, on Contract 5828. The contract was with White Bros. Construction Co. and was for grading, paving, and structures on the Rhinehart-Elgin Section of the Wallowa Lake Highway in Union County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 13, 1963, and that you concur in this procedure at the Commission meeting on March 14.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:ajw bbc

RECEIVED
FEB 5 - 1963
FOR FILING

WHITE BROTHERS CONSTRUCTION CO., Inc.

General Contractors

P. O. Box 376 . Phone JAckson 5-6620
WALLA WALLA, WASHINGTON

January 28, 1963

I - (5)
5928

REFERRED TO
Forrest Cooper - R. L. Porter
BY SECRETARY

State Highway Department
Salem 10, Oregon

Attention: Mr. Floyd Query

Gentlemen:

In reference to our fifteen (15) minutes of time on January 31, 1963:

We have talked to Mr. Porter about our being assessed additional time, as you suggested, and are hopeful that something favorable will come of it.

Please cancel our appointment for the above date.

Sincerely,

O A White
O A White

Porter

NOTED
R. L. PORTER

NOTED
FLOYD QUERY

RECEIVED
JAN 30 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 30 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 19 1963

FOR FILING

[illegible]

[illegible]

AGENDA
JAN 31 1963

1:30

January 3, 1963

[illegible]

White Brothers Construction Co., Inc.
P. O. Box 376
Walla Walla, Washington

Attention: Mr. O. A. White

Gentlemen:

In your letter of December 26 you ask to appear before the State Highway Commission to present your side of your request for an extension of 51 workdays on Contract No. 5828.

At the Highway Commission meeting on December 20, 1962, you were granted an extension of 3 workdays. As you probably know the Highway Commission's action in granting or not granting additional workdays is based on the facts involved in the contract and in line with the terms of the contract. Mr. R. L. Porter, Deputy State Highway Engineer, has advised me that no additional facts have been brought to light other than those which were considered when the Commission took its action.

It might be of value to have a conference between your firm, our construction engineer and possibly Mr. Porter; however, if it is your desire to present your case directly to the Commission you may do so at its next regular meeting on January 31, 1963 in Room 419, State Highway Building, Salem. Fifteen minutes of time, beginning at 1:30 p.m., have been reserved for you on that day.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc
cc: Commissioners
Forrest Cooper
R. L. Porter
F. D. Morgan

1:30
D

WHITE BROTHERS CONSTRUCTION CO., Inc.

General Contractors

P. O. Box 376 . Phone JAckson 5-6620
WALLA WALLA, WASHINGTON

Dec. 26, 1962

State Highway Dept.
Salem 10, Oregon

Att. Mr. Floyd Query

Dear Mr. Query:

We received your letter dated December 20 on Contract No. 5828.

We cannot accept final payment with the penalty you have assessed.

It is very apparent that you have only heard one side of this assessment.

We herewith request permission to appear before the board and present our side in person.

Yours truly,
WHITE BROS. CONSTRUCTION CO., INC.

O A White
O A White

OAW:ek

Copy to Porter

RECEIVED
DEC 28 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 18 1963
FOR FILING

5828

FORM E-30X—50M—5-62 43909

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 16, 1963

To: **MEMO TO THE FILES**

SUBJECT: **Rhinehart-Elgin Section**
Wallowa Lake Highway
Contract No. 5828

Audience was granted White Bros. (O. A. and T. W.) on January 15, 1963, which gave them an opportunity to present "their side" of the workday liquidated damage assessment on the subject project. The meeting was held in Mr. Porter's office with Mr. Porter, Mr. Shaw and Mr. Decker in attendance for the State.

Objections of the White Bros. to the workday charges were presented in a very general way. It was suggested to them a more detailed claim with specific dates and happenings would be helpful and that such a claim would be given every consideration in reconsidering the workday charges.

They stated such a claim would be prepared and submitted.

G. L. Decker
Assistant Construction Engineer

GLD:bjh

cc: Lloyd P. Shaw
A. F. Parson
L. V. Blickenstaff

NOTED
LLOYD P. SHAW

RECEIVED
JAN 17 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 7 1963

FOR FILING

FORM E-30X—50M—9-62 43909

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 4, 1963

F P(J)

5828

SUBJECT: Rhinehart-Elgin Section
Wallowa Lake Highway
Contract No. 5828

To: Mr. A. F. Parson
Division Engineer
State Highway Department
P. O. Box 908
LaGrande, Oregon

The attached copy of letter from White Bros. Construction Company objecting to assessment of damages is self-explanatory.

At this time a concise report from the Resident Engineer giving pertinent facts regarding workday charges on this drawn out operation is desirable. Will you please have Resident Engineer Blickenstaff prepare such a report.

F. D. Morgan
Construction Engineer

By

G. L. Decker
Assistant Construction Engineer

NOTED
R. L. PORTER

GLD:bjh
Attachment

cc: R. L. Porter ✓
L. V. Blickenstaff

RECEIVED
JAN 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 2 1963
FOR FILING

5828

December 21, 1962

White Bros. Const. Co., Inc.
P. O. Box 376
Walla Walla, Washington

Gentlemen:

The State Highway Commission, at its meeting on December 20, 1962, discussed with the Engineer your request for an extension of time on Contract No. 5828. You requested 31 additional workdays within which to complete the grading, paving and structure on the Rhinehart-Elgin section of the Wallowa Lake Highway in Union County, without assessment of liquidated damages.

After considering the report, recommendation of the Engineer, and other available information, the Commission granted you 3 additional workdays, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fhn

cc: A. F. Parson
Allen Harwood
F. D. Morgan
L. H. Young
C. H. Mattson
Bureau of Public Roads

RECEIVED
NOV 30 1962
FOR FILING

[illegible]

5828

November 30, 1962

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 3
December 20, 1962 Meeting

White Bros. Construction Company, contractor on the Rhinehart-Elgin Section of the Wallowa Lake Highway in Union County, has requested 51 days in which to complete his work without the assessment of liquidated damages. This is a federal-aid project and is Contract 5828.

Div. Eng. [illegible]

The contractor alleges that he was delayed because of additional work required to correct slides. Our records, however, indicate that workdays were not charged while he was engaged in slide removal, but due to the nature of the work involved, it was not possible to determine ahead of time an exact time of completion. This did not permit the contractor any lead time to arrange for haul vehicles for base rock placement after the slide correction had been completed. We find that he was charged three workdays while arranging for hauling equipment, and we recommend that a three-day extension be granted to compensate for this time. The Bureau of Public Roads concurs in this request.

This matter will be on the agenda for the December 20 Highway Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc Lloyd Queen
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

RLP:ajw bbc

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage St. N.E.
Salem, Oregon

TO : Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 27, 1962

T. Dec

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

08-35.4DA

SUBJECT: Rhinehart-Elgin Section of Wallowa Lake Highway, Project F-80(5) - Time Extension

Your letter of November 20, 1962 has been reviewed. We concur in your recommendation to increase the time on this project three days for the reasons stated in your letter.

RECEIVED
NOV 28 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 2[illegible] 1962
FOR FILING

5828

November 20, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Extension of Time
Rhinehart-Elgin Section
Wallowa Lake Highway
Project F-80(5)

Dear Sir:

The contractor on this project, White Bros. of Walla Walla, has requested an extension of 51 days due to delays occasioned by the required slide correction work. The project was completed on October 5 with an overrun of 34 days.

Our records show that the contractor was not charged workdays while he was engaged in the slide correction work. However, due to the nature of the required correction work, it was not possible to determine the exact date of completion of that phase with sufficient "lead time" to arrange for hauling rigs for the crushed base material. The contractor was charged three workdays while trying to round up haul rigs, and we recommend that he be granted an increase of three days to compensate for this lost time.

Your concurrence in this recommendation is requested. This matter has been discussed with your Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

cc Forrest Cooper
F. D. Morgan
A. F. Parson
L. H. Young
C. H. Maison
CHB:fp: ajw

FORM E-30 50M 5-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 9, 1962

SUBJECT: Extension of Time
Rhinehart-Elgin Section
Wallowa Lake Highway
Contract No. 5828

To:

Mr. R. L. Porter
Assistant State Highway Engineer
BUILDING

Attached is a Contractor's Request for Increase in Number of Workdays to Complete Construction Contract submitted by White Bros. Construction Company, Inc., Walla Walla. The contractor requests an additional 51 days because of slides which held up the project between June 1 and July 31, 1962.

Our records show that the contractor was not charged workdays at any time while the contractor was working on the slide correction. However, because of the required rescheduling of work in the slide area, the contractor was delayed after the completion of the slide work. This delay consisted of acquisition of hauling trucks for the crushed base material. Due to the nature of the slide correction work, it was impossible to determine the exact date of completion of this phase of the work with sufficient "lead time" to round up the hauling rigs. The contractor was charged 3 workdays before the haul rigs were available.

We therefore recommend an extension of 3 days for this reason. The Area Engineer for the Bureau of Public Roads concurs in this recommendation.

Rough drafts to the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

CHB:fp
Enc.
cc L. H. Young

RECEIVED
NOV 19 1962
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

#3

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5828 Contractor White Bros. Construction Co.,Inc.

Highway Wallowa Lake

Section Rhinehart-Elgin

Kind of Work Grading, Paving & Structure.

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend increase of 3 days due to delays resulting from rescheduling of work in slide area.

[illegible]
[illegible] Dec. 20, 1962 for 3 workdays
Floyd Query
[illegible]

Recommended for Approval:

H S Carlton
Asst Division Engineer

F D Hogan
Construction Engineer or Bridge Engineer

R L Porter
ASSISTANT State Highway Engineer

Contract No.	5828
Project designation (State-Federal)	F-80(5)
Date awarded	Dec. 27, 1960
Work started	Feb. 14, 1961
Per cent completed (Date)	87 9-15-62
No. of Workdays Allowed	128
No. of Workdays Used	137
No. of Added Workdays Requested	51

E—320 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Sept. 5, 1962

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 130 days to 181 days, within which to complete our Contract No. 5828, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

From June 1, 1962 through July 31, 1962, representing a total of 51 work days. Such time was expended on slide removal caused by winter rain and weather conditions.

Respectfully submitted,

WHITE BROS. CONSTRUCTION CO., INC.
Contractor

By
O. A. White, President

CONSENT OF SURETY

Date September 11, 1962

We, General Insurance Company of America, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GENERAL INSURANCE COMPANY OF AMERICA
By
L.W. Neff Attorney-in-fact
MANSFIELD & CO.
By
Resident Agt.

(SEAL)

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 24, 1962

Section Rhinehart-Elgin

Kind of work Grading, Paving & Structure

Highway Wallowa Lake County Union

Section prefix 31-1052

Contractor White Bros. Const. Co., Inc.

Contract number 5828

Date of contract Dec. 17, 1960

Specified work days 128 (Incl. 18 day extension)

Date work started Feb. 14, 1961

Work days used 162

Project authorization $690,152.81

Exclusive of engineering $643,005.09

Per cent of time elapsed 127 %

Estimated cost of completed project, exclusive of engineering $633,561.70

Estimated per cent overrun or underrun 0 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $47,147.72

Engineering cost to date $58,700.00, 124 %

Date project was completed November 6, 1962

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The semi-final estimate was taken to the division office Wednesday, Nov. 21.

Final Report.

CONSTRUCTION DIVISION
NOV 26 1962

NOTED
JOHN R. OAKES

Signed L. Bickerstaff

Address Box 73, Elgin

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.81	2.81			2.81
Miles partially completed					
Miles completed	2.81	2.81			2.81
Total estimated quantities (contract)	236,000	67,800.00			10,100.00
Total quantities corrected to date contract EWO	239,271.1 34,728.9	75,909.23			10,180.15
Estimated quantities moved or placed to date	274,000.0	75,909.23			10,180.15
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week	0	0			0

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
NOV 16 1962
FOR FILING

30(5)

November 16, 1962

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Co.
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

This is to advise you that work was completed on November 6, 1962, on the Rhinehart-Elgin Section in Union County, State Highway Contract No. 5826.

Agreement with your company is involved in connection with work on this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
cc: C. H. Maison

RECEIVED
NOV 16 1962
FOR FILING

Salem, Oregon
November 16, 1962

Mr. F. D. Morgan
Construction Engineer

OFFICE

This is to advise you that work was completed on November 6, 1962, on Contract No. 5828, Rhinehart-Elgin Section, in Union County.

We request that your office inspect the contract work and return a signed copy of this letter listing any conditions below which would prevent acceptance of the project by the Highway Commission.

L. H. Young
Office Engineer

Construction Division
Office Endorsement

Date:________________

Conditions noted on above date:

Construction Engineer

DBP:mmb

RECEIVED
NOV 16 1962
FOR FILING

F-80(5)

November 16, 1962

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 6, 1962, on Contract No. 5828, Rhinehart-Elgin Section in Union County, in connection with Federal-aid Project No. F-80(5).

We request that your office inspect the contract work and return a signed copy of this letter listing any conditions below which would prevent your final acceptance of the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. E. Young
Office Engineer

Bureau of Public Roads
Oregon Division
Office Endorsement

Date:____________________

Conditions noted on above date:

A. M. Parsons
Division Engineer

DBP:mmb
cc: H. S. Cox

RECEIVED
OCT 23 1962
FOR FILE

Mr Porter

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

[illegible]

[illegible]

October 18, 1962

Mr. Robert E. Lee
Box 24
Imbler, Oregon

Re: Rhinehart-Elgin Section
Wallowa Lake Highway
File R-30750 - Lee

Dear Mr. Lee:

I have been handed for reply your letter of September 12, addressed to Mr. L. V. Blickenstaff, Resident Engineer at Elgin, concerning your claim that you are now receiving less water from your spring than you have in the past.

Our engineers have made a complete study of this matter since the construction of our new highway in your area. Based on their study, together with the law governing waters of this type, I am sorry to inform you that we do not feel that the lessening if any, in the amount of water in your spring is the result of any work performed by the Highway Department, and that the State Highway Department is in no way required to either perform work on your spring or reimburse you in this matter.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:ks;cp
cc: G. L. Decker
R. L. Porter
A. F. Parson

RECEIVED
OCT 22 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R L PORTER

RECEIVED
OCT 10 1962
FORM E-30X—50M—5-62 43909
FOR FILING

4656

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 9, 1962

SUBJECT: Rhinehart-Elgin Section
Wallowa Lake Highway
Contract No. 5828
R/W File 30750 - Lee

To:

Mr. L. I. Lindas
Chief Counsel
BUILDING

Robert B. Lee, Box 24, Imbler, Oregon, in a letter ot September 12 to Mr. L. V. Blickenstaff, Resident Engineer, claims recent construction on the above section has caused the flow of a spring on his property to be reduced to a volume considered almost worthless for stock watering. Mr. Lee asks restoration of the flow or compensation therefor.

The Division Office has studied conditions and facts relative to this claim, firmly believe we have no obligation resulting from our operations, and that Mr. Lee should be so notified. This office concurs in this opinion.

This matter was discussed at some length yesterday with Frank C. McKinney, Chief, Office Section. Copies of all correspondence and pertinent data are referred to your office for further handling.

F. D. Morgan
Construction Engineer

NOTED
R. L PORTER

By G. L. Decker
G. L. Decker
Field Construction Engineer

GLD:fp

Enc.

cc R. L. Porter
A. F. Parson

RECEIVED
AUG 16 1962
FOR FILING
5828

Salem, Oregon
August 16, 1962

Increase in Project Authorization
Rhinehart-Elgin Section
Wallowa Lake Highway
Union County
Contract No. 5828

L. V. Blickenstaff
Resident Highway Engineer

This is to advise you that at its meeting of August 9, 1962, the State Highway Commission approved an increase of $55,263 in the project authorization for the subject project.

The new authorization for construction is $690,152.81. This amount should be used in future reports.

L. H. Young
Office Engineer

DBP:lt

cc: A. F. Parson

RECEIVED
JUL 31 1962
FOR FILING

5828

July 30, 1962

Oregon State Highway Commission

Gentlemen:

It is evident that Contract No. 5828, Rhinehart-Elgin Section, will overrun the project authorization by slightly more than $50,000 or 8.7 percent. The original authorization was $634,889.81. Our present estimate of the total project cost is $690,153.

8/1/62

This overrun was caused by slides that occurred through various locations on the project which required corrective measures such as drain pipe, additional excavation, and resloping, some of which had to be done on a force account basis.

This matter will be on the Highway Commission meeting agenda for August 9, and I recommend that it have your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
C. H. Maison
F. D. Morgan

RLP:ajw hlb

FORM E-30 80M 6-61 36681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 26, 1962

SUBJECT: Overrun of Project Authorization
Rhinehart-Elgin Section
Wallowa Lake Highway
Contract No. 5828

To:

Mr. R. L. Porter
Assistant State Highway Engineer
BUILDING

Attached is a Report on Expected Overrun of Project Authorization on Contract No. 5828, the Rhinehart-Elgin Section of the Wallowa Lake Highway in Union County. This project is under contract to White Bros., Walla Walla, Washington. The original project authorization was $634,889.81. The present anticipated cost if $690,153,00, indicating an overrun of $55,263.19, or 8.70 per cent.

The major reason for the overrun has been the occurrence of slides at various locations throughout the project which required additional general excavation, drain pipe and backfill, force account resloping and fence relocation.

Several small slides came in during the grading of the job, but the major slides occurred during the winter shutdown of 1961-62. They were at three separate locations: between Stations 886 and 889, Stations 916 and 920, and Stations 926 and 932. An Order for Extra Work was submitted and approved in the amount of $60,000 to correct these slides.

It is recommended that the project authorization be increased by the amount shown above.

A rough draft of a letter to the Commission is attached.

F D Morgan

F. D. Morgan
Construction Engineer

CHB:fp

Attach.

NOTED
R. L PORTER

RECEIVED
JUL 27 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JG 20 1962
FOR FILING

Form No. E-312—10M—7-55

REGON STATE HIGHWAY DEPARTMEN

Report on Expected Over-run of Project Authorization

Project Name Rhinehart-Elgin Section Date July 18, 1962

Highway Wallowa Lake Contract No. 5020

County Union Kind of Work Grading, Pav. & Str. Contractor White Bros. Const. Co., Inc.

Contract Amount $ 547,886.50

Expected over-runs and under-runs in contract items:

Major items, itemized:

	Quantity	Unit Price	Amount	
Item No. 2 Drainage Excavation	1,030 cy	2.00	$2,060.00	overrun
" " 3 General Excavation	4,000 "	0.69	2,760.00	"
" " 13 6" Drain Pipe	813 lf	3.00	2,439.00	"
" " 14 Special Backfill in Drains	540 cy	8.00	4,320.00	"
" " 31 Structural Exc.	204.3 cy	6.50	-1,327.95	underrun

Minor items, unitemized algebraic total underrun - 114.90 10136.15

Subtotal $ ~~558,022.65~~

Approved work orders (Price, extra work and state force orders) $ 61,334.81

Expected over-runs and under-runs in work orders:

Major items, itemized:

		Amount
E.W.O. #2 Directional Signing	underrun	-3,500.00
S.F.O. #3 Seeding & Mulching	overrun	1,000.00
E.W.O. #3 Slide Removal	"	1,206.91

Minor items, unitemized algebraic total underrun - 79.09 -1372.18

Subtotal $ ~~618,005.20~~

Authorization for engineering $ 45,147.72

Expected over-run ~~or under-run~~ of engineering authorization $ 2,000.00

Costs not included above (explain) $

Allowance for future contingencies (35 % of work remaining) $ 5,000.00

Credits to come from transfers and deductions $ [illegible]

Present estimate of project cost $ 690,153.00

Brief Statement of principal causes of over-run:

Slide correction work

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 634,889.81
Present estimate of project cost	$ 690,153.00
Expected over-run (Amount)	$ 55,263.19
Expected over-run (per cent)	8.70%

Space to right of this line is for use of Salem office.

Submitted by: Resident Engineer

Confirmed by: ORIGINAL SIGNED BY H. S. COULTER Division Engineer

Noted by: Construction or Bridge Engineer

Noted by: ~~Deputy~~ Assistant State Highway Engineer

State Printing 86719

RECEIVED
JUL 2 1962
FOR FILING

F-60 (5)
5828

July 2, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7 covering slide correction on the Rhinehart-Elgin Section of the Wallowa Lake Highway in Union County, Contract No. 5828, in connection with Federal-Aid Project No. F-60(5).

This work is necessary to correct slide conditions that developed after grading was completed. Additional clearing and forming will be required where the slides have broken beyond the normal limits. Rock toe material will be required to hold the slopes and additional drainage is required for correction.

This work has been verbally recommended for approval by the Bureau of Public Roads Area Engineer and the Field was authorized to proceed June 22, 1962. Your approval of this order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

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DEC 14 1961
FOR FILING

[illegible]

5929

December 13, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding three copies of supplemental agreement with the Oregon-Washington Railroad and Navigation Company (U.P.R.R. Co.), dated July 28, 1961, file No. 30755, relating to the Rhinehart-Elgin Section, Project F-80(5).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:jb

RECEIVED
DEC 12 1961
FORM E-30X 50M 7-60 29306
FOR FILING
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5825

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
December 8, 1961

To: - Mr. Floyd Query, Secretary
State Highway Commission
Office

SUBJECT: Pux 355 - 2nd Rhinehart Overcrossing
Union Pacific Railroad Co.
Supplemental Agreement
File 30755

Attached please find fully executed copy of supplemental agreement between Union Pacific Railroad Co. and the State relative to the above-titled matter. This agreement should be placed in the Commission's files.

GLEN V. SORENSEN
Staff Attorney

GVS:ks
attach.

cc: G. S. Paxson
Ivan Merchant
Tom Edwards
I. A. DeFrance
A. F. Parson
Earl Saling
J. W. Nash
C. H. Maison

RECEIVED
1961
[illegible]
STATE HIGHWAY ENGINEER

RECEIVED
NOV 15 1961
FOR FILING

F - (5)

5824

November 15, 1961

White Bros. Const. Co. Inc.,
P. O. Box 376
Walla Walla
Washington

Gentlemen:

The State Highway Commission, at its meeting on November 15, 1961, discussed with the Engineer your request for an extension of time on contract #5828. You requested 45 additional workdays within which to complete the grading-paving-structure on the Rhinehart-Elgin Section of the Wallowa Lake Highway in Union County, without assessment of liquidated damages.

After considering the report, recommendation of the Engineer, and other available information, the Commission granted 18 additional workdays, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: A. F. Parson
L. V. Blickenstaff
Tom Edwards
Bureau of Public Roads
R. L. Porter
C. H. Maison

RECEIVED
NOV 15 1961
FOR FILING
F-R(S)
5628

November 14, 1961

Oregon State Highway Commission

Request for Extension of Time
No. 2
November 15 meeting

Gentlemen:

The contractor, White Brothers Company, Inc., for the Rhinehart-Elgin Section of the Wallowa Lake Highway, Contract No. 5628, has requested that his worktime be extended 45 days without the assessment of liquidated damages. He cites the following reasons for his request:

1. An unseasonably wet spring.
2. Removal of slides.
3. Delay due to negotiations in change of bridge footings shoring adjacent to railroad.
4. Need of additional work around footings to insure safety during strike.
5. The strike itself.

These claims have been carefully analyzed and it is recommended that 11 additional days should be awarded as representing time worked exclusive of slides and seven days additional due to the negotiations regarding shoring adjacent to the railroad and the backfilling of the footings by reason of the strike. The items of unseasonably wet spring and strike are not valid for time extension since no time is charged during these periods. The Bureau of Public Roads concurs in the 18-day extension.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

cc Tom Edwards
TE:jw fn

H-320 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 10-10-61, 19

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 110 days to 135 days, within which to complete our Contract No. [illegible], without the assessment of liquidated damages. The said contract is described as follows:

[illegible] Section, [illegible] Lake Highway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: (1) Unseasonably wet spring, making it impossible to keep continuous production schedule. (2) Extra time involved because of slides and borrowing material to complete grade. (3) Delays due to negotiations between State railroad and contractor, regarding shoring for footings on bridge crossing railroad. (4) Footing near railroad tracks had to be filled in after being excavated because of alleged danger to railroad during strike. (5) Strike causing delays so that the oiling season for this year is past and we will be unable to oil until next spring.

Respectfully submitted,

[illegible] Bros. Constr. Co., Inc.
Contractor

By Sec.-Treas.

CONSENT OF SURETY

Date October 11, 1961

We, GENERAL INSURANCE COMPANY OF AMERICA

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GENERAL INSURANCE COMPANY OF AMERICA
By L. N. HOFF
Attorney-in-fact

MANSFIELD & CO.
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5828 Contractor White Brothers Construction Company

Highway Wallowa Lake Highway

Section [illegible]-Elgin

Kind of Work Grading, Paving and Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommended that increase be granted for 18 days in number of work days as stated in letter of transmittal.

Recommended for Approval:

H. S. Coulter
~~Asst~~ Division Engineer

W. Klaboe
Construction Engineer or Bridge Engineer

Forrest Cooper
State Highway Engineer

Contract No.	5828
Project designation (State-Federal)	F-60(5)
Date awarded	December 27, 1960
Work started	February 14, 1961
Per cent completed (Date)	65%
No. of Workdays Allowed	110
No. of Workdays Used	101
No. of Added Workdays Requested	45

FORM E-30 60M 3 61 24397

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
October 23, 1961

SUBJECT: Request in Number of Workdays
Rhinehart-Elgin Section
Wallowa Lake Highway
Contract No. 5828

To:

Mr. Tom Edwards
Construction Engineer
Salem

Attached, hereto, you will find Contractor's Request for Increase in Number of Workdays on subject section.

The contractor lists five reasons for requesting this increase. These reasons I would comment on by number:

With regard to reason No. 1. Tabulation was made of the work days from the time charges were commenced on March 20th through June 10th of this year. Adding up the percentage of productivity as estimated by the Resident Engineer we found that 37.6 days were possible during this time; 37 work days were charged. We, therefore, recommend no increase due to this reason.

11 Regarding reason No. 2. We are attaching, herewith, a tabulation of the dates and equipment used for removal of the two slides on this section. We believe that the contractor is entitled to two days for the dozer work involved in clearing and pioneering these two slides. Practically, the entire compliment of grading equipment was used by the contractor for two days in the slide at Station 870, and for seven days at Station 930. We, therefore, recommend an increase of eleven work days for the removal of these two slides. If the yardage involved in these two slides were to be subtracted from the total excavation on the project the resultant figure would be less than the yardage set up in the contract. We, therefore, believe that no additional days should be granted for any side borrow excavation made in conjunction with the general excavation.

7 Regarding items 3 & 4. We are attaching, herewith, a copy of a letter from Allan Harwood, Resident Bridge Engineer. As reflected in this letter we would recommend an increase of seven days in the number of work days for delays resulting in changes of bridge design.

[illegible] SION
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[illegible] 1961

Klabal -

Regarding reason No. 5. No Work days were charged while the contractor's operations were curtailed due to the strike. It is also doubtful whether or not the contractor would have completed the surfacing and paving had there been no strike. We, therefore, recommend no increase for this item.

In conclusion it is our recommendation for reasons stated above that the contractor be granted an increase of 18 days in the number of work days set forth in this contract for completion of all work.

A. F. Parson
Division Engineer

by

H. S. Coulter
Assistant Division Engineer

HSC:gb

RECEIVED

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

F-80 (5)

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: November 13, 1961

5828

C G Polk

FROM : C. G. Polk, Division Engineer
08-35.4-BA Salem, Oregon

SUBJECT: Rhinehart-Elgin Section
Wallowa Lake Highway
Project F-80(5)
Contract No. 5828

We concur in your recommendation of granting 18 additional workdays on this project for the reasons set forth in your letter dated November 6, 1961.

Ede
Porter

CONSTRUCTION DIVISION
RECEIVED
NOV 14 1961
NOTED

RECEIVED
NOV 14 1961
OFFICE OF
STATE HIGHWAY ENGINEER

cc ~~Eas~~ ✓
Query - Parson -

Klotar

NOTED
LLOYD QUERY

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SEP 21 1961
FOR FILING

F-80(5)

5424

September 20, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering slide area correction on the Rhinehart-Elgin Section of the Wallowa Lake Highway in Union County, Contract No. 5828, in connection with Federal Aid Project No. F-80(5).

The work under this order is necessary to correct the area where potential slides are showing. It will also produce needed borrow material. It has been verbally approved by the BPR District Engineer.

Due to the emergency nature of this work, instructions have been issued to proceed with it.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enc.

DHP:hm

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SEP 18 1961
FOR FILING

5479

September 18, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering extra clearing, re-establish fencing and pioneer slide area on the Rhinehart-Elgin Section of the Wallowa Lake Highway in Union County, Contract No. 5828, in connection with Federal Aid Project No. F-80(5).

This work is necessary to correct the slide area. Additional material needed for embankment will also be obtained from material removed, which will be done at contract prices.

Additional clearing beyond the staked limits and re-establishment of the right-of-way fence will be required.

The work has been verbally approved by the BPR District Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

RECEIVED
SEP 5 1961
FOR FILING

5826

September 5, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering the backfilling of an exploration hole on the Rhinehart-Elgin Section of the Wallowa Lake Highway in Union County, Contract No. 5826, in connection with Federal Aid Project No. F-80(5).

An exploration hole was excavated below the footing at bent 3 of the Rhinehart Bridge to determine the depth that would be required for solid foundation material. Suitable material was not found and it is proposed to enlarge the footing and set it on a sandstone layer just below the plan of elevation. The exploration excavation was made partially under the bent 3 footing and to obtain solid foundation it is necessary to backfill with concrete.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

RECEIVED
AUG 29 1961

FOR FILING

F-5(3)

5828

Salem, Oregon
August 3, 1961

Agenda Item 5-k
Rhinehart-Elgin Section
Wallowa Lake Highway
Union County

Mr. L. I. Lindas
Chief Counsel
Office

Attention: Mr. Glen V. Sorenson
Staff Attorney

Attached for further handling are two copies of an agreement with the Union Pacific Railroad Company covering a temporary haul-road crossing of railroad property in connection with construction of the Rhinehart-Elgin Section of the Wallowa Lake Highway in Union County. These copies have been executed by the State Highway Commission and are now ready for execution by the Railroad Company

When fully signed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 2

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

JULY 17, 1961

(File Ref. D 322 - 0 - 10)

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

Referring to your letter of June 29 relative to permit for temporary haul road crossing in connection with highway construction and overcrossing at Rhinehart, Umatilla County:

Herewith in duplicate is proposed supplemental agreement covering temporary haul road. If satisfactory, will you please have document executed by the State Highway Commission and return both counterparts for completion on the part of the Railroad Companies, after which one fully-executed copy will be returned to you.

Under Section 6, page 2 of supplemental agreement, reference is made to insurance. The insurance policy previously furnished provides necessary coverage and n o further endorsement will be required.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

enc.

RECEIVED
JUL [illegible] 1961
[illegible]
STATE HIGHWAY ENGINEER

RECEIVED
FORM E-128-X
AUG 8 1961
FOR FILING

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

5828

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 7, 1961

Mr. G. H. Baker, Supt.
Union Pacific Railroad Co.
2525 No. Larrabee Avenue
Portland 17, Oregon

Re: Pux 355 - 2nd Rhinehart O-Xing
Wallowa Lake Highway
Union County
Union Pacific Railroad Co.
File 30755

Dear Mr. Baker:

Enclosed herewith are two copies of the above-titled agreement which have been executedbby the State Highway Commission.

When this agreement has been executed by the railroad companies we would appreciate you returning one copy of the fully executed agreement to this office, along with ten copies of Exhibit "C."

Yours very truly,

L. I. LINDAS
Chief Counsel

By
GLEN V. SORENSEN
Staff Attorney

G. S. PAXSON

GVS:ks
enc. 2

cc: G. S. Paxson

G. S. PAXSON

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AUG [illegible] 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 7 1961
FOR FILING

5828

August 4, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering the driving of a steel test pile on the Rhinehart-Elgin Section of the Wallowa Lake Highway in Union County, Contract No. 5828, in connection with Federal Aid Project No. F-80(5).

The necessity and nature of the work are contained in the order. The work was done as an emergency measure to avoid delay in construction.

Approval of the order has been verbally recommended by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

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JUL 24 1961
FOR FILING

July 24, 1961

Oregon State Highway Commission

Re: Rinehart-Elgin Section
Wallowa Lake Highway
Union County

Gentlemen:

In the construction of the highway near the Rinehart overcrossing of the Union Pacific Railroad tracks, it is necessary that considerable embankment material be hauled across the tracks.

The Union Pacific Railroad Company has prepared a supplemental agreement covering this temporary haul-road crossing which will be before you at the July 2[illegible] Commission meeting. It is recommended that the agreement be executed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc G. S. Paxson

GSP:ae fn

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JUN 29 1961
FOR FILING

[illegible]

5828

Salem, Oregon
June 29, 1961

Mr. Tom Edwards

Herewith copy of a letter from the Union Pacific Railroad Company granting a permit for a haul road across their tracks near the Rhinehart Overcrossing.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. [illegible]. F. Parson

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JUN 29 1961

FOR FILING

F-n([illegible])

June 29, 1961

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

I return herewith copy of your letter of June 23 granting a temporary haul road crossing of your tracks at the Rhinehart Overcrossing in Umatilla County.

This has been endorsed by Mr. W. C. Williams, State Highway Engineer, signifying his acceptance to the above conditions.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. W. C. Williams

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

JUNE 23, 1961

(Ref. File: D 322 - 0 - 10)

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Ass't. State Highway Engineer

Dear Sir:

Referring to your letter of May 11th in connection with Rhinehart overcrossing, in which you request permit for temporary haul road.

Permission to construct and use a temporary crossing and roadway in location and to grades indicated on attached print dated June 22, 1961, is approved by the Railroad.

This temporary crossing and roadway will be covered by Supplemental Agreement to agreement dated January 4, 1961, covering easement for and construction of overcrossing.

This approval is granted on basis of State agreeing to reimburse the Railroad Company for all expenses incurred in connection therewith, and roadway and crossing may be constructed and used immediately upon acknowledgment from you that State will execute Supplemental Agreement to cover, when presented.

If agreeable to terms stipulated above, will you please sign and return duplicate of this letter?

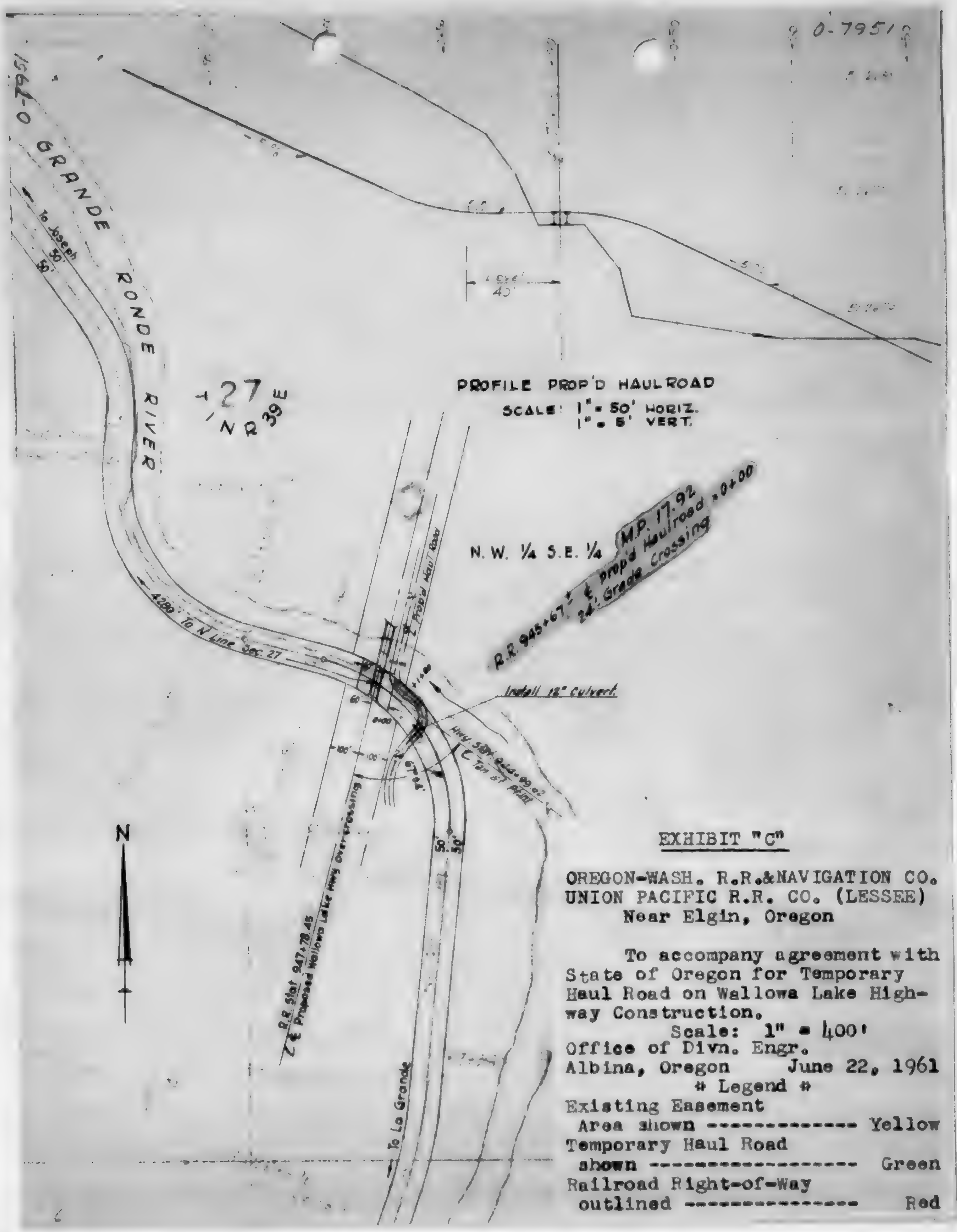
Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

RECEIVED
JUN 27 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 27 1961
OFFICE OF
STATE HIGHWAY ENGINEER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GRANDE RONDE RIVER
To Joseph
50'
50'
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Level
40'
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27
1N R 39E
PROFILE PROP'D HAULROAD
SCALE: 1" = 50' HORIZ.
1" = 5' VERT.
N.W. ¼ S.E. ¼
M.P. 17.92
R.R. 945+67± ℄ prop'd Haulroad = 0+00
24' Grade Crossing
℄ Prop'd Haul Road
4280' To N Line Sec. 27
Install 12" Culvert
60
0+00
100'
100'
67°06'
Hwy. Sta. 2+99.02
℄ Tan 67 Point
50'
50'
R.R. Sta. 947+78.45
℄ Proposed Wallowa Lake Hwy Over-crossing
To La Grande
N

EXHIBIT "C"

OREGON-WASH. R.R.&NAVIGATION CO.
UNION PACIFIC R.R. CO. (LESSEE)
Near Elgin, Oregon

To accompany agreement with State of Oregon for Temporary Haul Road on Wallowa Lake Highway Construction.
Scale: 1" = 400'
Office of Divn. Engr.
Albina, Oregon June 22, 1961

Legend
Existing Easement Area shown ------------- Yellow
Temporary Haul Road shown ------------------ Green
Railroad Right-of-Way outlined --------------- Red

RECEIVED
JN 23 1961
FOR FILING

5828

June 22, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering fence relocation, extra clearing and pioneering a slide on the Rhinehart-Elgin Section of the Wallowa Lake Highway in Union County, Contract No. 5828, in connection with Federal Aid Project No. F-80(5).

In order to remove and correct the slide, Stations 868 to 872+50, it is necessary to relocate the right of way fence, do extra clearing to flatten the slope and pioneering on the slide so normal earth moving equipment can operate for removal.

Equipment rental rates will be in accordance with the State-A.G.C. agreement and contractor's percentages in accordance with the Special Provisions of this contract.

This order has been verbally recommended for approval by the B.P.R. Highway Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enclosure

DBP:cr

9

RECEIVED
JUN 13 1961
FOR FILING

E-[illegible]

5424

June 12, 1961

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: Rhinehart Overcrossing

Dear Sir:

This will acknowledge receipt of your letter of June 7 advising that damage was sustained to your track at your M.P. 17.98 by the blasting operations of White Brothers Company, Inc., contractors on the above project.

It would be appreciated if you would keep your billing for this damage separate from obher billings on the project so that we can make proper distribution of the costs.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. W. C. Williams
Mr. Tom Edwards
Mr. A. F. Parson

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

JUNE 7, 1961

(Ref. File: D 322 - 0 - 10)

U. S. CERTIFIED MAIL

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

SECOND RHINEHART OVERCROSSING

This is to advise that damage was sustained to the Railroad's track structure at approximately 12:25 PM, MAY 17, 1961, at Mile Post 17.98 due to blasting operations of White Bros. Construction Co., Inc., Contractor on the captioned project.

We expect to present a bill for the repairs when the costs have been determined.

Will you please acknowledge receipt of this letter?

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

cc:
White Bros. Construction Co., Inc.
P. O. Box 376
Walla Walla, Washington

Mansfield & Co.
1975 S.W. Fifth Avenue
Portland, Oregon

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[illegible]
[illegible]

RECEIVED
MAY 17 1961
FOR FILING
F-80(5)
5428

408 State Highway Building
Salem, Oregon

May 16, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. D. B. Parkes

C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

Oregon Project F-80(5), Rhinehart Elgin Section of Wallowa Lake Highway - State Force Order No. 3, Seeding and Mulching
Estimated Amount of Order - $1,980 Federal Participation - $1,188

Reference is made to your letter dated May 12, 1961 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Counter

RECEIVED
MAY 15 1961
FOR FILING

F-80(5)
5828

May 11, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 3, Account No. 224-238, covering seeding and mulching on the Rhinehart-Elgin Section of the Wallowa Lake Highway in Union County, Contract No. 5828, in connection with Federal Aid Project No. F-80(5).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $1,980.00, with Federal participation of $1,188.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

Encl.

RECEIVED
MAY 12 1961

FOR FILING
F-80(5)

5424

May 11, 1961

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: Rhinehart-Elgin Section
Contract No. 5828

Dear Sir:

Our contractor on the Rhinehart-Elgin Section of the Wallowa Lake Highway in Union County has requested that we obtain a permit for him to cross the Union Pacific tracks at Railroad Station 945+65 of the Joseph Branch, which is approximately 210 feet easterly of the overcrossing structure which is to be built. I attach hereto a print from a sketch showing the location of this proposed haul road. It will be used in the hauling of embankment material for the highway construction.

Will you please investigate this and if consistent with your policies, grant us a hauling permit for the work.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:am

cc to: Mr. W. C. Williams
Mr. Tom Edwards

FORM E-30 50M 3-61 94397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 11, 1961

SUBJECT:

To:

Mr. G. S. Paxson
Assistant State Highway Engineer
OFFICE

The White Bros. Construction Company, contractor on the Rhinehart-Elgin project, Contract No. 5828, has requested that we obtain permission for them to cross the Union Pacific Railroad tracks at Railroad Station 945+65, Joseph Branch, which is 175 feet easterly of our Station 944.

The contractor is asking for this privilege in order to haul material as called for in our plans, utilizing grade crossing rather than hauling over the structure to be built under this contract.

Sketch map indicating topography, as well as the plan and profile of the proposed temporary crossing and grading in connection therewith, is attached, with a letter from White Brothers, setting forth detils pertaining to the proposed crossing. We understand that a representative of the contractor has discussed the proposed crossing with Mr. Orr of the U.P. Railroad Company.

We recommend that we use our good offices in obtaining the temporary crossing for use of our contractor.

Tom Edwards
Construction Engineer

By
L. W. Rulien
Assistant Field Construction Engineer

LWR:fp

Enc.

RECEIVED
MAY 11 1961
OFFICE OF
STATE HIGHWAY ENGINEER

WHITE BROTHERS CONSTRUCTION CO., Inc.

General Contractors

P. O. Box 376 . Phone JAckson 5-6620
WALLA WALLA, WASHINGTON

Box 36 Bridge Rte.
Myrtle Point, Oregon
April 26, 1961

L.V.Blickenstaff, Res.Engineer
Oregon State Highway Dept.
Elgin, Oregon

Dear Sir;

Regarding your letter of Feb. 17th., concerning the crossing of Railroad Track.

1. Sketch Map attached. If it becomes neccessary to cross the river before July 1st., we may wish to substitue a log bridge, instead of the 72" Pipe. It would be a 20' span.

2. Reason for crossing, due to time limit set by State on contract, the length of time it takes to build a bridge of this size, and freezing conditions, normally encountered in this area. It will be neccessary to haul across tracks, in order to complete on schedule.

3. Length of time for crossing; approximately Sept.15th. 1961.

4. Statement concerning responsibility of contractor. We will conform to all regulations and restrictions placed on the Highway Dept., by the Railroad, as concerns the hauling of material across the tracks.

   We do not assume the responsibility for flagging involved, except if it exceeds the amount stipulated in the contract.

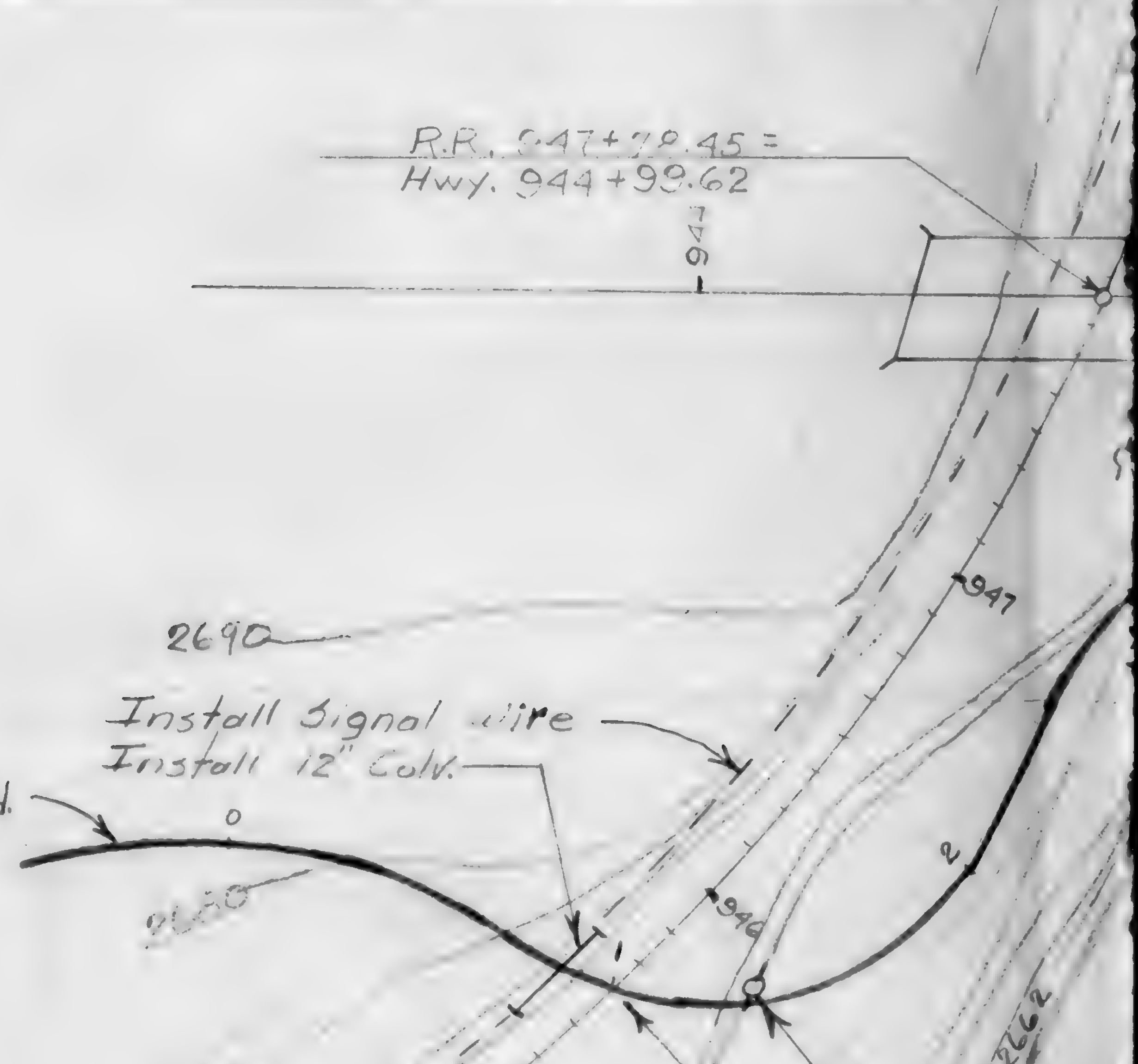
Yours very truly

T.W.White,

TWW/

Plan & Profile of Proposed
Haul Road Grade Crossing

Rinehart - Elgin Section
Wallowa Lake Highway
Apr. 10, 1961


R.R. Rt.
R.R. 947+78.45 =
Hwy. 944+99.62
947
2690
Install Signal wire
Install 12" Colv.
℄ Proposed Haul Rd.
30' Top
0
2680
1
946
947
2
2676
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2662
Rem
24'
Map
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1
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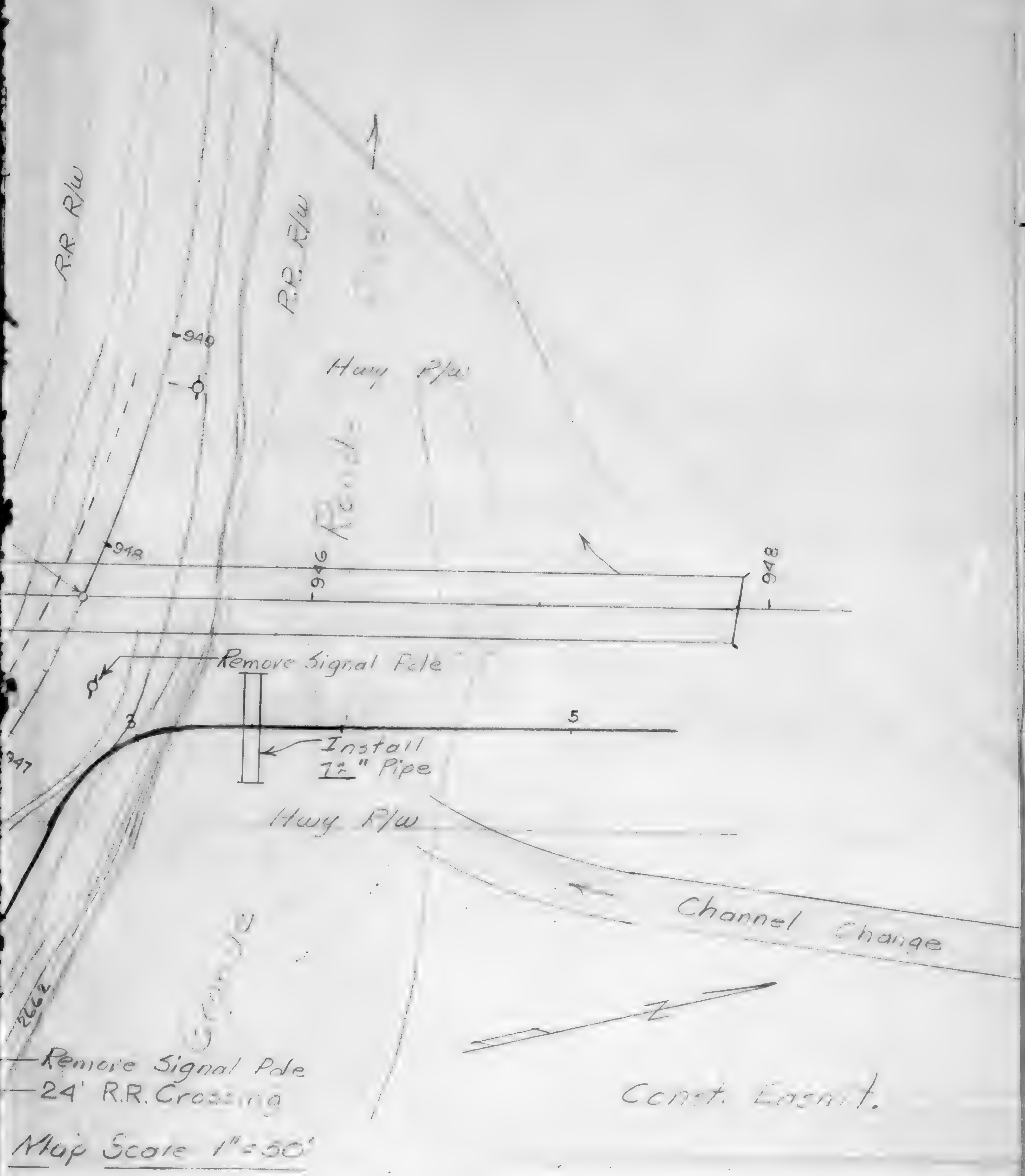
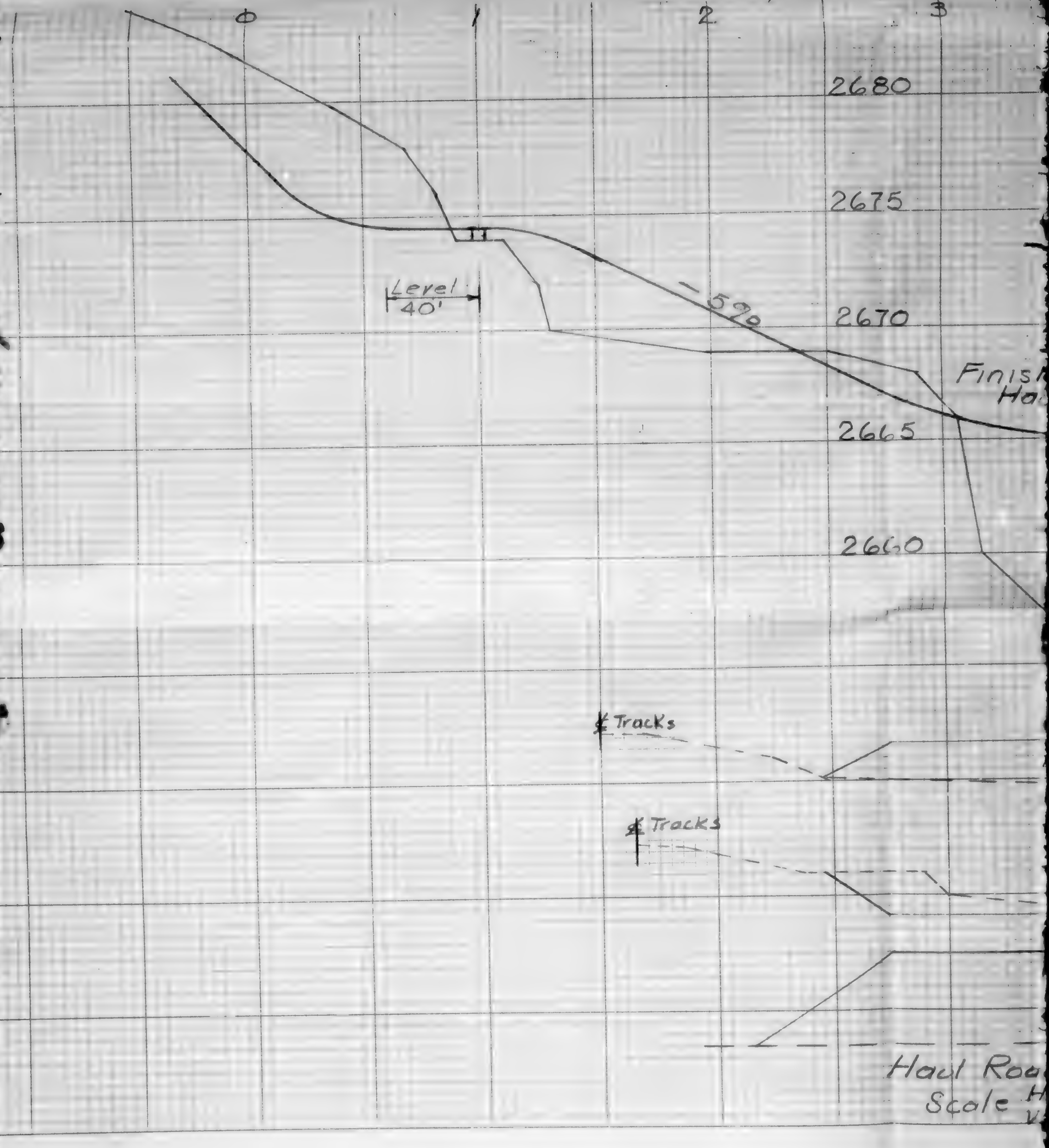

R.R. R/w
R.R. R/w
949
Hwy R/w
948
946
948
Remove Signal Pole
5
3
947
Install
1½" Pipe
Hwy R/w
Channel Change
N
2662
Remove Signal Pole
24' R.R. Crossing
Map Scale 1"=50'
Const. Easmt.
5


0
1
2
3
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Level
40'
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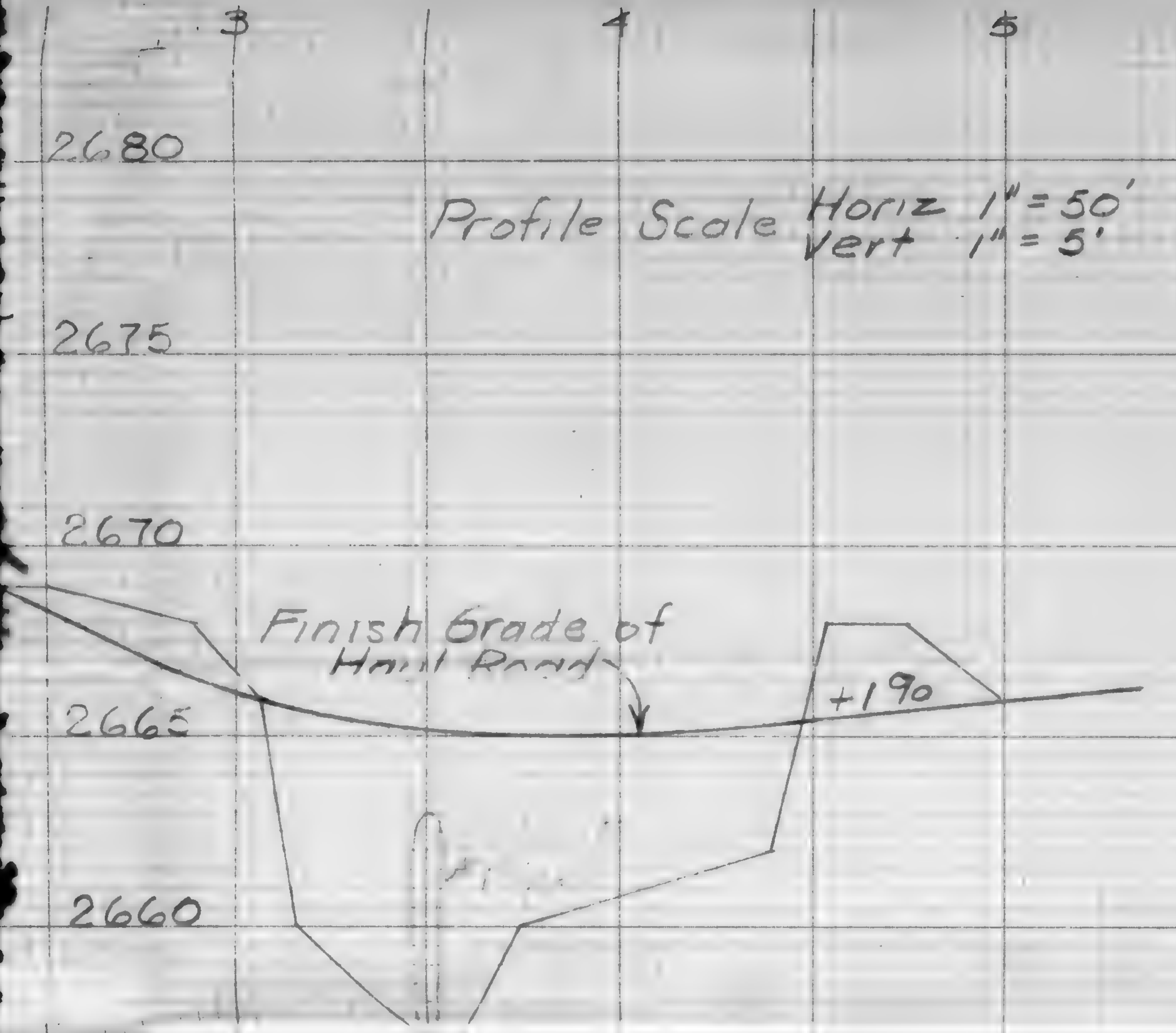
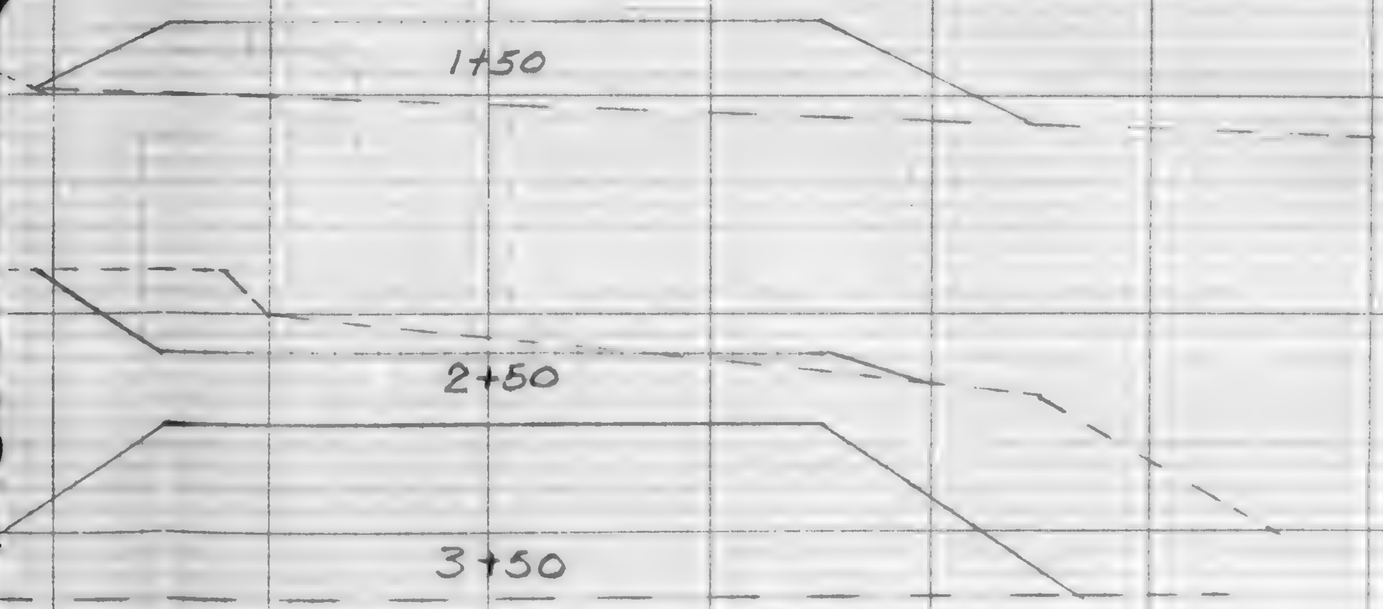
Haul Roa
Scale H
V


3
4
5
2680
2675
2670
2665
2660
Finish Grade of Haul Road
+190

Profile Scale Horiz 1" = 50'
Vert 1" = 5'



Haul Road Cross Sec.
Scale Horiz 1" = 10'
vert. 1" = 10'

RECEIVED
APR 27 1961

FOR FILING
f-80(5)

5828

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 24, 1961

RAILROAD COMPANIES
FILE No. 533

SUBJECT: Pux 355 - 2nd Rhinehart O-Xing
Wallowa Lake Highway
Union Pacific Railroad Co.
R/W File 30755

To: Mr. Earl Saling
Right of Way Manager
Office

Herewith I hand you executed copy of combined easement and construction agreement on the above-titled project. After recording the instrument should be forwarded to Mr. Query for his files, and Mr. G. H. Baker, Superintendent, Union Pacific Railroad Company, 2525 N. Larrabee Avenue, Portland 17, should be notified of the recording reference.

Distribution of copies of the instrument has been made as indicated below.

J. W. DeSOUZA
Assistant Counsel

JWD:ks
attach.

cc: Floyd Query
G. S. Paxson (1)
Ivan Merchant (3)
Tom Edwards (2)
I. A. DeFrance (2)
A. F. Parson (2)
J. W. Nash (3)

RECEIVED
APR 25 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 12 1961
FOR FILING

F-80(5)

5828

April 12, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Rhinehart-Elgin Section of the Wallowa Lake Highway in Union County, Contract No. 5828, in connection with Federal Aid Project No. F-80(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

Encl.

RECEIVED
FEB 16 1961
FOR FILING

F-80(5)

[illegible]

February 16, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on February 14, 1961, on Contract No. 5828, Rhinehart-Elgin Section, in Union County, in connection with Federal Aid Project No. F-80(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

RECEIVED
FEB 16 1961
FOR FILING

F-80(5)

5424

February 15, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Rhinehart-Elgin Section
Wallowa Lake Highway
Union County
Project No. F-80(5)

Herewith for your information and files are copies of Order for State Force Work No. 2 to cover the costs of railroad protection and flagging on the subject project.

Reimbursement for this work is in accordance with the specifications for this project and agreement with the railroad company.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

RECEIVED
1961
FOR FILING
F-80(5)
5828

408 State Highway Building
Salem, Oregon

January 31, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

Attention: R. L. Porter

By:
M. E. Martin
Acting Division Engineer

C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

Utility Adjustment - California-Pacific Utilities Co.
Rhinehart-Elgin Section
Wallowa Lake Highway
Project F-80(5)

We hereby approve the agreement evidenced by the exchange of letters between the State and the utility company dated November 28, 1960 and January 20, 1960. Reimbursement will be in the lump-sum amount of $170.16.

Authorization to proceed with the work is granted as of January 24, 1961. Approval is s[illegible]ect to the provisions of PPM 30-4.

Porter

RECEIVED
JAN 25 1961
FOR FIL

F-80(5)

5828

January 24, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Rhinehart-Elgin Section
Wallowa Lake Highway
Union County
Project No. F-80(5)

Dear Sir:

Herewith are the following data covering adjustment of the facilities of the California Pacific Utilities Co. in connection with construction of the subject project:

1. Two copies of Assistant Counsel's letter which establishes the obligation of the State to reimburse the Company for adjustment of the facilities.

2. Two copies of the Company's estimate of cost for making the adjustments.

3. Two copies of the sketch prepared by the Company showing the adjustments.

Your approval of the agreement and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested. It is further requested that lump sum payment in the amount of $170.16 as detailed in the estimate be approved.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP: lt

Enc.

RECEIVED
JAN 18 1961

6

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

F-80(5)

5828

January 12, 1961

Union Pacific Railroad Co.
727 Pittock Block
Portland 5, Oregon

Re: Pux 355 - 2nd Rhinehart O-Xing
Union Pacific Railroad Co.
Wallowa Lake Highway
Union County

Attention: Mr. F. J. Betz

Dear Mr. Betz:

Reference is made to your telephone call regarding agreement on the above-titled project, with regard to the last line of subparagraph (c) of Section 2, on page 4, reading "The expense of construction shall be borne as hereinafter provided."

While I think that the instrument should be construed as a whole, I can see where some possible uncertainty might arise by use of the word "hereinafter" as clauses relative to the expense of the construction both precede and follow subparagraph (c).

This is to confirm my statement that it will be satisfactory to change the word "hereinafter" to "herein" so that the sentence will read "The expense of construction shall be borne as herein provided." This change may be made by striking out the letters "after".

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD:ks

cc: G. S. Paxson

RECEIVED

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

RECEIVED
JAN 13 1961
FOR FILING
7-40(5)
5828

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

January 12, 1961

White Bros. Construction Co. Inc.,
P. O. Box 376
Walla Walla
Washington

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5828, awarded Dec. 27, 1960, for grading-paving-structure on the Rhinehart-Elgin Section of the Wallowa Lake Highway in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
MAR 3 1961
[illegible]

F-80(5)

5828

AGENDA
JAN 27 1961
5g
5

Salem, Oregon
January 4, 1961

Pux - 2nd Rhinehart O-Xing
OWRR & N Co., UPRR Co., Lessee
Wallowa Lake Highway
Union County

Mr. J. W. DeSousa
Assistant Counsel
Office

Attached are two copies of an agreement with the O.W.R.R. & N. Company covering the Second Rhinehart Overcrossing on the Wallowa Lake Highway in Union County. These copies have been executed by the State Highway Commission and are now ready for the signatures of the Officials of the Railroad Company.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 2

M

RECEIVED

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

F 80 (5)

5828

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 4, 1961

Mr. G. N. Baker, Supt.
Union Pacific Railroad Co.
2525 No. Larrabee Avenue
Portland 17, Oregon

Re: Pux 355 - 2nd Rhinehart O-Xing
Wallowa Lake Highway
Union County
OWRR & N Co.

Dear Mr. Baker:

Herewith I return to you duplicate signatory copies of agreement relative to the above titled matter, your file No. D322-0-10, which have been executed and acknowledged by the State Highway Commission.

When the State's executed copy is returned I would appreciate receiving ten additional copies of Exhibit "A" attached to the instrument.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

G. S. PAXSON

JWD:km
enc.

cc: G. S. Paxson
Ivan Merchant

RECEIVED
JAN 5 1961
OFFICE OF
[illegible] ENGINEER

F-80(5)

5828

408 State Highway Building
Salem, Oregon

December 27, 1960

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project F-80(5)

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project F-80(5), Rhinehart-Elgin Section, Wallowa Lake Highway we hereby concur, as of this date, in award of Contract No., 5828 to White Bros. Construction Co., Inc., of Walla Walla, Washington, low bidder in the amount of $547,886.50 at the December 9, 1960, bid opening.

NOTED
FORREST COOPER

RECEIVED
C 27 1960
FOR FILING
F-80(5)
5828

December 27, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading, paving and structure on the Rhinehart-Elgin Section of the Wallowa Lake Highway in Union County, Project F-80(5), to White Bros. Construction Co., Inc. on the basis of the bid of $547,886.50 submitted on December 9, 1960.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:sw

FORM E-30 50M 2-60 20118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 23, 1960

SUBJECT: Pux 355 - 2nd Rhinehart O-Xing
OWRR & N Co., UPRR Co., Lessee
Wallowa Lake Highway
Union County

To: Mr. Floyd Query

Herewith I hand you for execution and acknowledgement by the Highway Commission duplicate copies of agreement with Oregon-Washington Railroad and Navigation Co., Union Pacific Railroad Co., lessee, relative to the above-titled project.

After execution and acknowledgement by the Commission, please return both copies direct to me for further handling.

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:ks
attach.

cc: G. S. Paxson

BY HIGHWAY COMMISSION

DATE Not previously authorized by the Commission. Bids for Constrn of this project were received Dec 9 and the contract was awarded today Dec. 27, 1960. The agreement will be on the Jan. 27, 1961 agenda for confirmation

Secretary

Floyd Query

RECEIVED
DEC 23 1960
FOR FILING
E-80(5)
5828

Salem, Oregon
December 22, 1960

Mr. J. W. DeSouza

Herewith original and duplicate of an agreement covering the overcrossing of the Union Pacific Railroad Company's tracks near Rhinehart. I have examined this agreement and find nothing to object to. If you approve it, will you please have Mr. Query circulate it to the Commission for signatures.

It would also be appreciated if you would advise me by phone of your approval, upon which I will see that the award of the contract on this section is made.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

DECEMBER 19, 1960

(Ref. File: D 322 - 0 - 10)

Mr. Ivan D. Merchant,
Bridge Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Merchant:

Second Rhinehart Overcrossing

Attached are duplicate counterparts of draft of agreement between the State of Oregon and Oregon-Washington Railroad & Navigation Company - Union Pacific Railroad Company, granting an easement and providing for the construction of the captioned project.

Will you please review the document and if satisfactory, arrange for its execution on behalf of the Highway Commission, being sure to fill in the date of execution at the top of page 1; after this has been accomplished both counterparts should be returned to me for submission to my Principals. When the agreement has been completed a fully-executed counterpart will be returned for your records.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

encs.

RECEIVED
1960
FOR FILING

F-80(5)

5828

P

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

December 1, 1960

By:
D. M. Emrich
Acting Division Engineer

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project F-80(5)
Rhinehart-Elgin Section
Wallowa Lake Highway

Our letter of November 17, 1960, authorizing advertising of the above project, failed to call attention to the policy recently adopted regarding permanent signing. In line with our November 14, 1960 letter concerning such work, contained in the estimate for Project U-155(7) in Pendleton, we wish to amend our authorization letter for the subject project to include the statement that there will be no Federal participation in the cost of permanent signing if you wish to leave it in the estimate as a contingent item.

We would, of course, have no objection to inclusion of the work as a bid item.

Porter

KP

RECEIVED

F-80(5)

4X24

408 State Highway Building
Salem, Oregon

November 17, 1960

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

F-80(5)

Oregon Project F-80(5)

We have today approved the P. S. and E. documents for Oregon Project F-80(5), Rhinehart-Elgin Section of the Wallowa Lake Highway in Union County.

This is to authorize your advertising for bids.

Approval of the item for railroad flagging is subject to final audit determination that the Engineering-Inspection amounts included in the Special Provisions and Estimate are actually for watchman or flagman services.

Porter

RECEIVED
FORM E-123-X 75M 1-60
NOV 17 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

1-92(5)

5724

November 16, 1960

Mr. C. C. Polk, Division Engineer
Bureau of Public Roads
406 State Highway Building
Salem, Oregon

Re: Right of Way Status
Proposed Bid Opening
December 9, 1960

Dear Sir:

All rights of way have been acquired for the following projects which are scheduled for December 9 bid opening:

Garden Valley Road-Fairgrounds Section

Rhinehart-Elgin Section.

Very truly yours,

WALTER T. WRIGHT
Right of Way Engineer

WTW:zg

cc Mr. Forrest Cooper ✓
Mr. L. I. Lindas
Mr. E. L. Porter

NOTED

RECEIVED

R

RECEIVED
FORM E-BOX 60M 2-60 36119

FOR

F-80(5)

5828

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 4, 1960

SUBJECT: Pux 355 - 2nd Rhinehart O-Xing
OWRR & N Co. - Union County

To:
Mr. Ivan Merchant (4)
Mr. G. S. Paxson
Mr. Tom Edwards (2)
Mr. I. A. DeFrance (2)
Mr. A. F. Parson (2)
Mr. J. W. Nash
Mr. F. B. Crandall
Mr. H. G. Simpson

Herewith I hand you copy of Order No. 37488 issued by the Public Utility Commissioner, under date of October 31, 1960, relative to the above-titled matter.

The order appears to be in accordance with the petition of the Highway Commission and the testimony presented at the hearing.

J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

Order #37488

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-121

In the matter of the Petition of the STATE OF OREGON, by and through its State Highway Commission, for permission to construct an overcrossing structure on the Wallowa Lake Highway, known as the Second Rhinehart Overcrossing Project.	ORDER

The above entitled matter was duly heard on April 26, 1960, at La Grande, Oregon, before Harold W. Pierce, Examiner for the Commissioner. The following appearances are of record herein:

For Petitioner:

J. W. DeSouza, Assistant Attorney General, of Counsel for the Oregon State Highway Commission

For Respondents:

Robert M. Batchelder, Attorney
Portland, Oregon
In behalf of Union Pacific Railroad Company and Oregon-Washington Railroad and Navigation Company

For the Commissioner:

C. E. Jaqua, Utility Engineer
Salem, Oregon
In behalf of the Public Utility Commissioner of Oregon

Interested Parties:

C. K. McCormick, County Judge
La Grande, Oregon
In behalf of Union County

On January 21, 1960, the State of Oregon, by and through its State Highway Commission, filed a Petition, pursuant to the provisions of ORS Chapter 763, for permission to construct an overcrossing structure across the right of way and over the tracks of Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company, Lessee, at a point approximately 1.6 miles southwesterly from Elgin, on the Wallowa Lake Highway. Such construction plan is referred to as the Second Rhinehart Overcrossing Project.

Attached to and made a part of the Petition is Drawing No. 15553, containing a grade line diagram, clearance diagram, vicinity map and fully detailed plans of the proposed structure, and Drawing No. 15451, containing a topographical vicinity map and profile diagram of the location involved.

The Petition also sets forth in detail the proposed manner in which the construction and maintenance of the project will be handled and the costs thereof borne.

Notice of the Petition and copies thereof were duly served upon Respondents and the County Court of Union County. Answer to the Petition was timely filed by Respondents. No objections were made to the proposed overcrossing project, but Respondents alleged that an inner guard rail should be installed underneath and 50 ft. beyond the limits of the structure and that Petitioner should reimburse Respondents for the installation thereof. Copies of Respondents' Answer were duly served on Petitioner and the County Court of Union County. The matter was thereafter set down for hearing and notice thereof served upon the parties and copies mailed to the news media in the affected area..

Evidence was adduced on behalf of Petitioner, Respondents, the Commissioner and Interested Parties, the hearing completed and the matter submitted for determination. Based upon said evidence and record it is found that:

In order to provide the travelling public with a more convenient, safer, straighter and shorter route, Petitioner is in the process of relocating a portion of the Wallowa Lake Highway (OSHR No. 82). In connection therewith a crossing of the right of way and tracks of Respondents is necessary on the relocated highway, between Imbler and Elgin, in the Northwest quarter of the Southeast quarter (NW¼SE¼) of Section 27, Township 1 North, Range 39 East of the Willamette Meridian, in Union County, Oregon. The relocated highway commences at a point on the existing highway approximately 4.6 miles south of Elgin. It extends for three miles and is .25 of a mile shorter than the existing route. The proposed overcrossing structure is to be located at milepost 2G-17.93A, approximately 1.6 miles south of Elgin and will cross over Respondents' tracks, the Grande Ronde River and Indian Creek.

Petitioner will retain and continue maintenance of approximately one-half mile of the southern end of the old highway, including the existing Rhinehart overcrossing, for use as an access road to a quarry. Petitioner and Union County have entered into an agreement whereby the County will accept and maintain the balance of old Highway 82 after the new highway is completed.

Rail traffic over the tracks to be crossed consists of two train movements per day and the average daily volume of traffic on the proposed new structure will be 1,200 vehicles per day, plus anticipated normal increases. An overcrossing will be suitable and proper for the safety and convenience of the travelling public since it will permit a division of train and vehicular traffic by separating the grade of the highway and railroad.

Petition submitted in evidence a revised version of Drawing No. 15553, containing certain changes in the plans and specifications shown in the original drawing which is a part of the Petition and was approved by Respondents. A hydrological examination made by Petitioner subsequent to the drafting of the original plan led to a determination that the structure should be lengthened by replacing the northerly 56 ft. span with two 60 ft. spans in order to provide additional waterway for extreme flood conditions in the Grande Ronde River. Prior to the hearing the revised plan and drawing had been submitted to and approved by the chief engineer of Respondent, Union Pacific Railroad Company.

The grade approaching the proposed structure from the southwest is a descending grade of 2.88%, and that approaching from the northeast is an ascending grade of the same percentage.

The Petition and the plans and specifications contained in Drawings Nos. 15451 and 15553 as revised, call for the construction of a reinforced concrete deck girder type structure with a 26 ft. roadway, consisting of an initial 31 ft. span, a 56 ft. span over the railroad tracks, then a 70, a 56 and two 60 ft. spans. The resultant total length of the structure will be 333 ft.

The center line of the span over the tracks will intersect the center line of the railroad beneath at railroad station No. 947+78.45 which corresponds to highway station No. 944+99.62. The angle of intersection will be 67 degrees .4 minutes. Horizontal clearances will be 12 ft. from the center of the railroad tracks on the south side and 36 ft. 3½ in. from the same point on the north side of the subject span. Vertical clearance between the base of rail and the bottom portion of the overcrossing span will be 27 ft. 8 7/8 in. These clearances are in excess of the minimums heretofore prescribed in Commissioner's Order No. 33700. No impaired clearances will be necessary during construction.

The witness for Petitioner agreed that an inner guard rail, extending underneath and 50 ft. beyond the limits of the proposed structure should be installed as alleged in Respondents' Answer and that the latter should be reimbursed for the installation thereof. This inner rail will tend to minimize damage to the structure and railroad equipment in the event of a derailment on the side where the clearance is only 12 ft., by causing the cars to continue to move in the direction of the track.

Petitioner proposes that construction and maintenance of the overcrossing be handled and the costs thereof borne as follows:

Petitioner will:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structure, including highway approaches, and make reimbursement to railroad companies for proper and necessary engineering, inspection, watchman and flagman services to protect railroad operations during the period of the construction of the proposed overcrossing structure.

(b) Finance the construction of the said project, without participation therein from funds of Railroad Companies, from State and Federal highway funds, including reimbursement to Railroad Companies for necessary expenditures incurred in connection therewith under the accounting practices contained in PPM 30-3, issued by the Public Road Administration, under date of August 15, 1955, and amendments and supplements thereto, and in accordance with the items controlled by PPM 21-10, issued by the Public Road Administration under date of October 3, 1958.

(c) Maintain the said overcrossing structure with its appurtenances and approaches after completion of the project.

Respondents will:

(a) Subject to reimbursement as hereinabove stated, furnish such engineering, inspection, watchman and flagman services as may be necessary to protect railroad operations during the period of the construction of the project.

(b) Subject to reimbursement as hereinabove stated, move and reinstate such existing right of way fences as necessarily must be removed for the project.

(c) Subject to reimbursement as hereinabove stated, remove and replace existing signal and communication lines to protect the same during construction.

(d) Subject to reimbursement as hereinabove stated, install an inner guard rail extending underneath and for 50 ft. beyond the limits of the overcrossing structure.

(e) At their own cost and expense maintain the railroad line with its appurtenances and facilities after construction.

No objections to these proposals were made and they are approved. Those relating to division of the expenses involved are just and reasonable under the circumstances.

Union County favored the proposed overcrossing as necessary to a safer and otherwise improved highway. No person or party appeared in opposition to the granting of the requested permission.

From the foregoing it is concluded that the proposed overcrossing is necessary in connection with the relocation of a portion of the Wallowa Lake Highway and is required in the interest of public safety, convenience and general welfare. Permission for the construction thereof should be granted upon the terms and conditions hereinafter set forth; it is therefore

ORDERED, that the permission requested in the Petition of the State of Oregon, by and through its State Highway Commission, for the construction of the highway overcrossing structure herein proposed be and the same is hereby granted, and No. 2G-17.93-A shall be assigned to said overcrossing in the Commissioner's Catalog of Crossings in the State of Oregon; and it is further

ORDERED that such overcrossing structure shall be made upon the following terms and conditions:

(1) The construction shall be done in a good and workmanlike manner in accordance with accepted engineering practices and in conformity as to location, grade, elevation and general design, with the plan and profile contained in Oregon State Highway Department Bridge Division Drawing No. 15553 revised, submitted as Exhibit 1 herein, or such revisions thereof as may be mutually agreed upon by Petitioner and Respondents.

(2) Construction and maintenance of the proposed project shall otherwise be done and the costs thereof borne in accordance with the findings of the Commissioner hereinabove made;

and it is further

ORDERED that this order shall be effective on the date of the execution hereof.

Made and entered this 31st day of October, 1960.

Jonel C Hill
Public Utility Commissioner

(SEAL)

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
April 29, 1960

SUBJECT: Pux 355 - 2nd Rhinehart O-Xing
OWRR & N Co. - Union Pac. Railroad Co.,
Lessee
Wallowa Lake Highway

To: G. S. Paxson
Tom Edwards

Under date of January 20th I sent you copy of application to the Public Utility Commissioner regarding the above titled matter.

At the hearing a copy of drawing No. 15553, revised March 3, 1960, was substituted for the drawing made a part of the original application. A copy of this revised drawing is attached hereto for substitution in the copy of the petition which you have.

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

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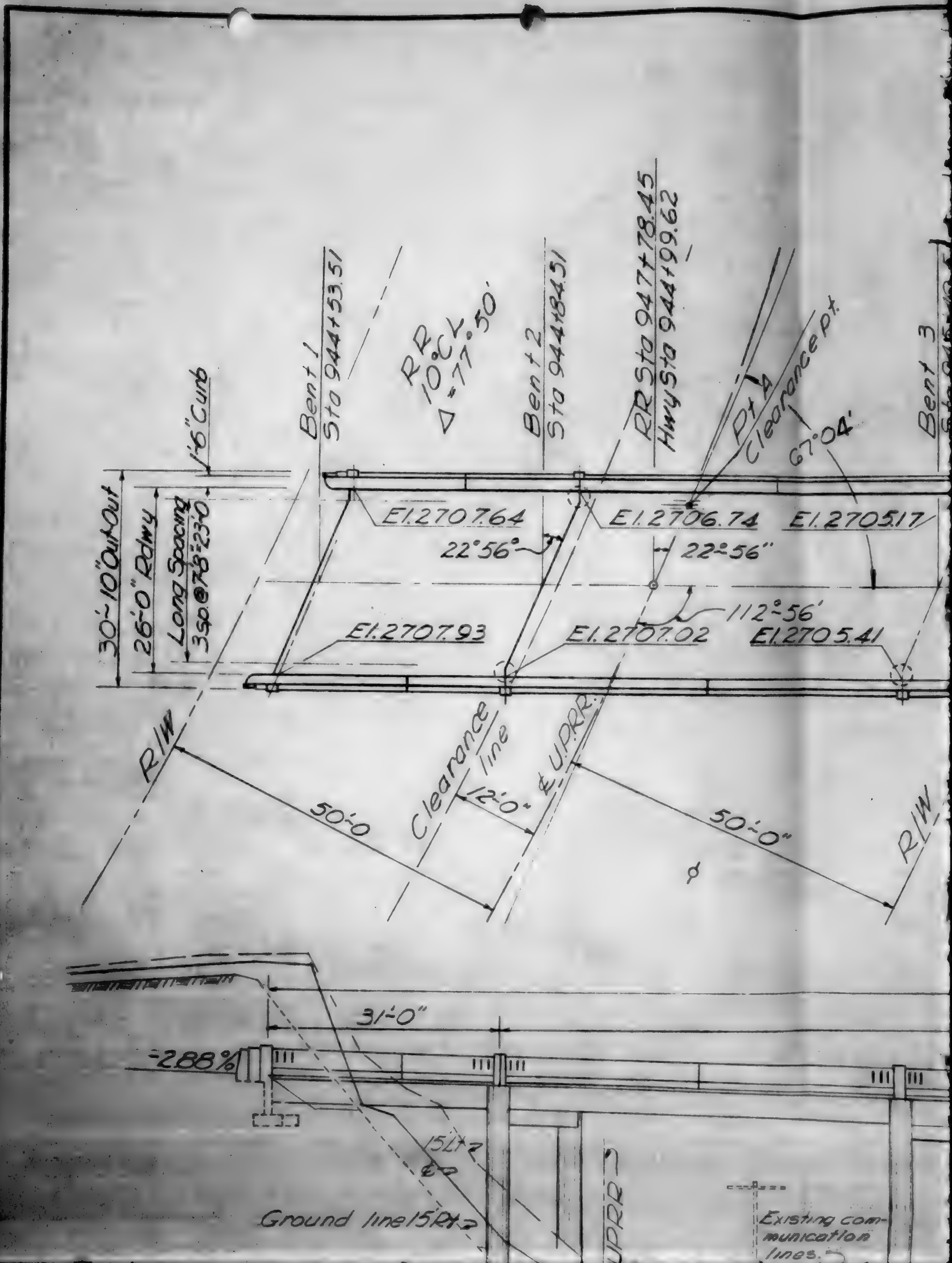
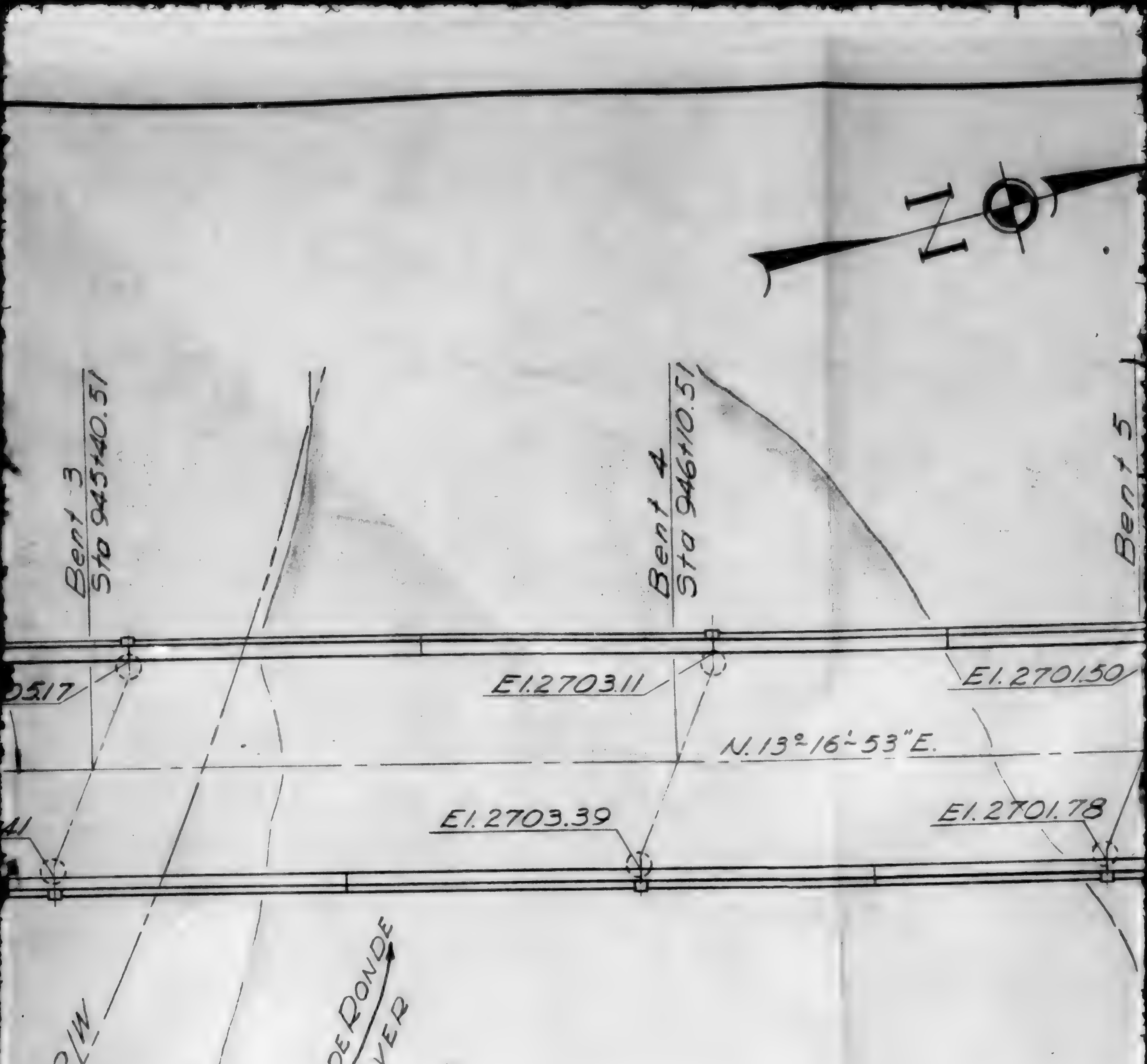
[illegible] 1960
OFFICE OF
STATE HIGHWAY ENGINEER

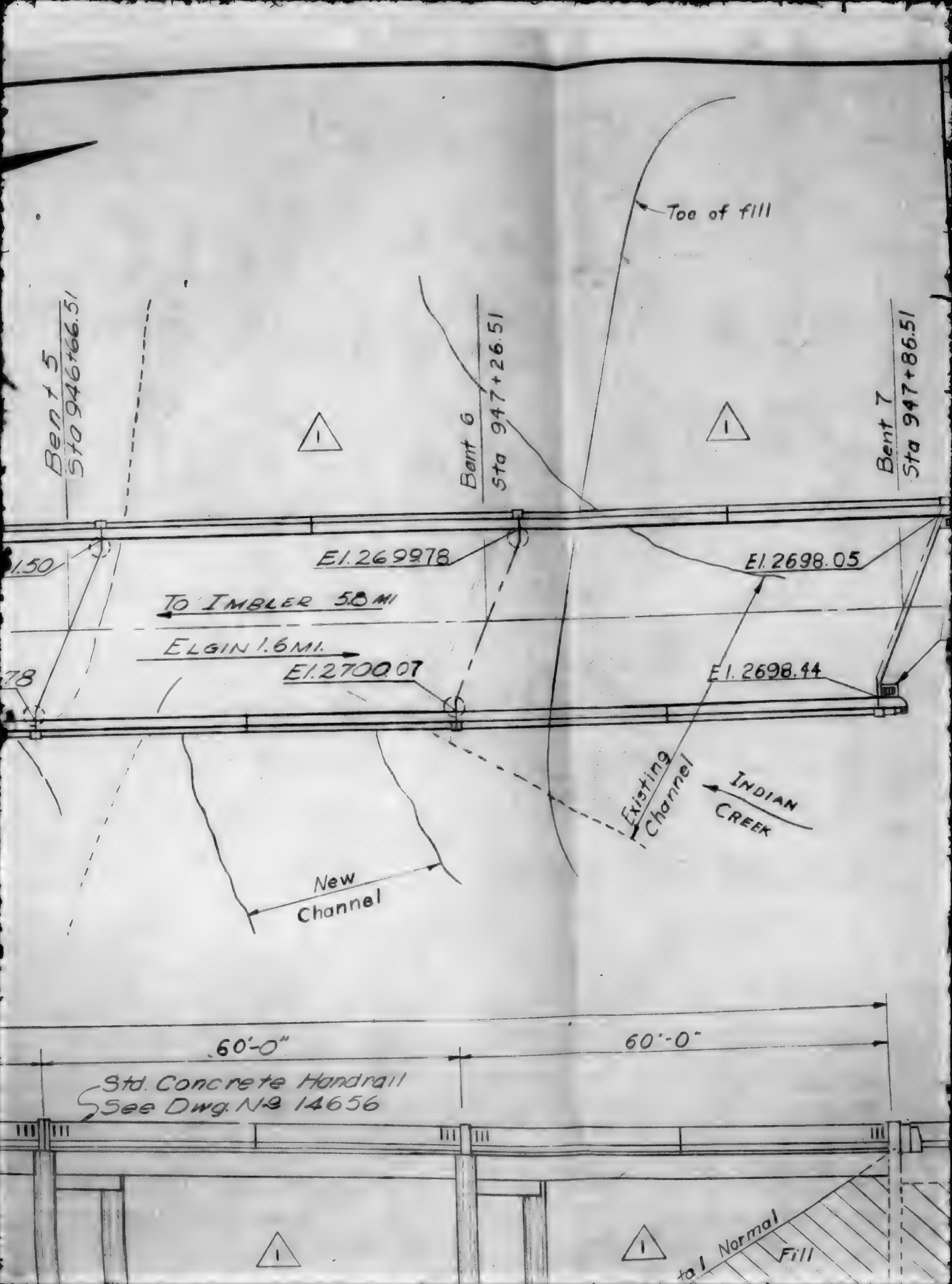
NOTED
G. S. PAXSON

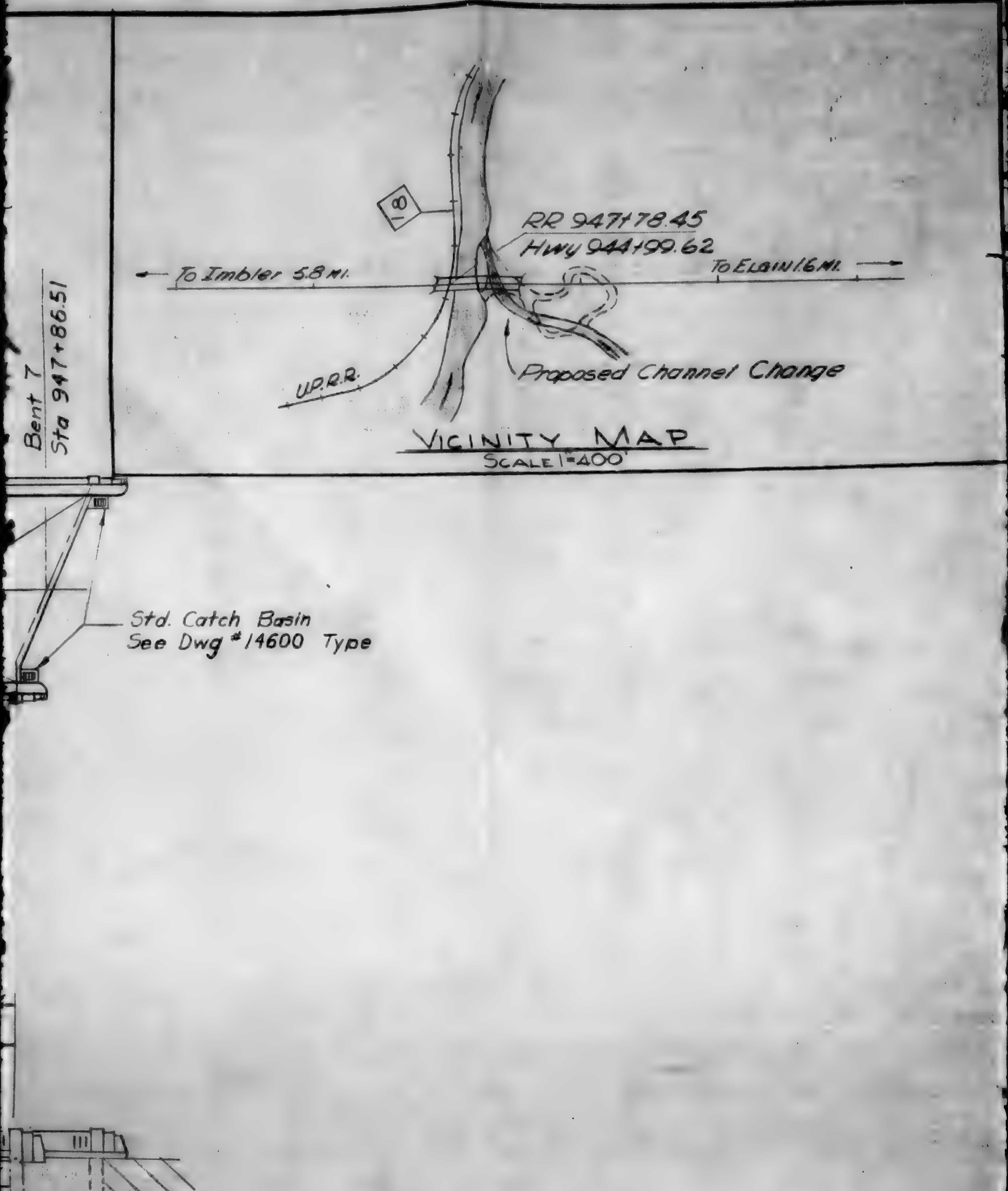

Bent 1
Sta 944+53.51
RR
10°Cv.
Δ=77°50'
Bent 2
Sta 944+84.51
RR Sta 947+78.45
Hwy Sta 944+99.62
Pt A
Clearance Pt.
67°04'
Bent 3
1'-6" Curb
30'-10" Out-Out
26'-0" Rdwy
Long Spacing
3 sp.@7'-8"=23'-0
El. 2707.64
El. 2706.74
El. 2705.17
22°56'
22°56"
112°56'
El. 2707.93
El. 2707.02
El. 2705.41
R/W
Clearance line
12'-0"
℄ U.P.R.R.
50'-0
50'-0"
R/W
31'-0"
-2.88%
Ground line 15 Rt.
UPRR
Existing communication lines.


N
Bent 3
Sta 945+40.51
Bent 4
Sta 946+10.51
Bent 5
05.17
El. 2703.11
El. 2701.50
N. 13°-16'-53" E.
41
El. 2703.39
El. 2701.78
R/W
GRANDE RONDE
RIVER
333'-0"
56'-0"-70'-0"-56'-0" = 182'-0"

-PLAN-

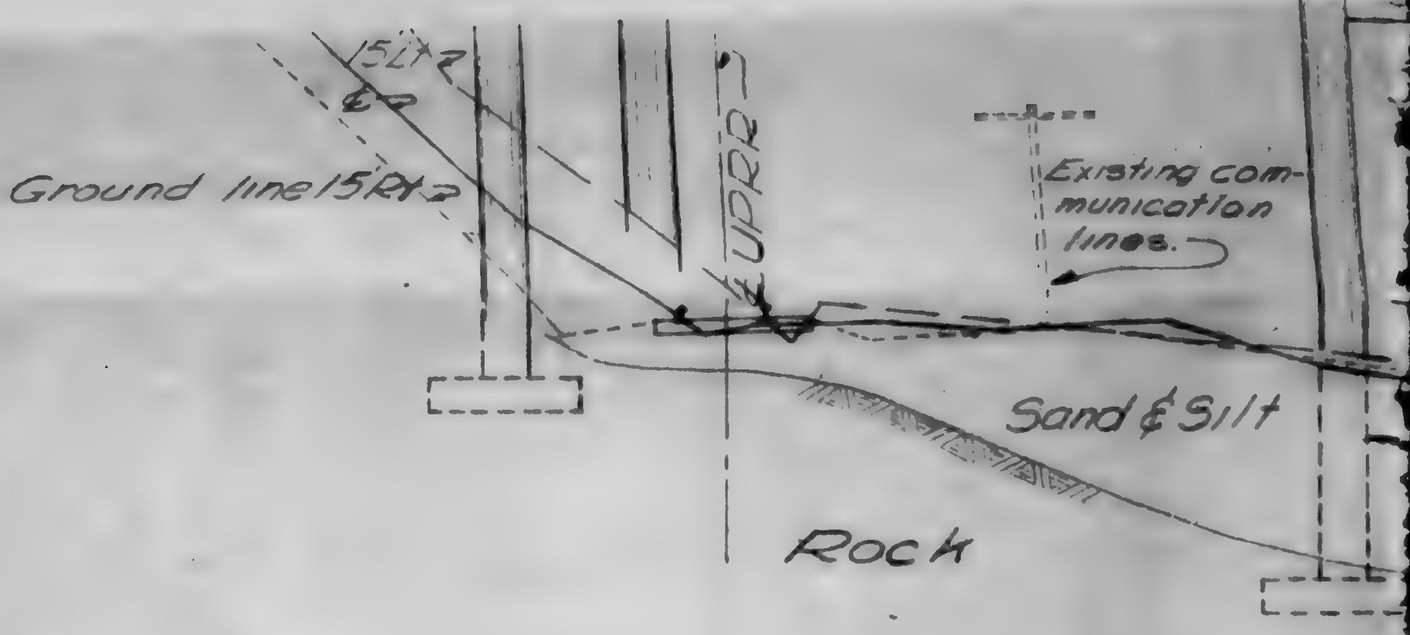
SCALE 1"=15'-0"

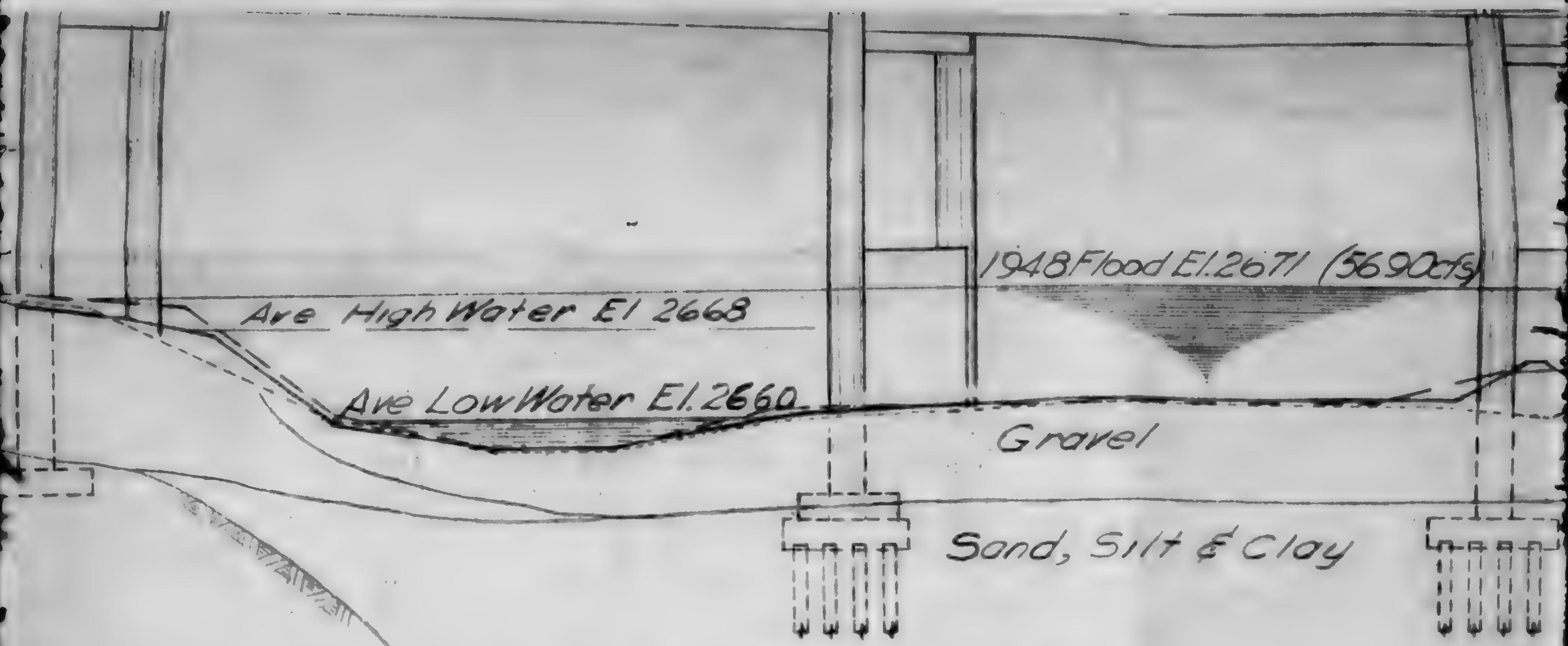

Toe of fill
Bent 5
Sta 946+66.51
1
Bent 6
Sta 947+26.51
1
Bent 7
Sta 947+86.51
1.50
El. 2699.78
El. 2698.05
TO IMBLER 5.8 MI
ELGIN 1.6 MI.
78
El. 2700.07
El. 2698.44
Existing Channel
INDIAN CREEK
New Channel
60'-0"
60'-0"
Std. Concrete Handrail
See Dwg. No 14656
1
1
to 1 Normal
Fill



VICINITY MAP
SCALE 1"=400'

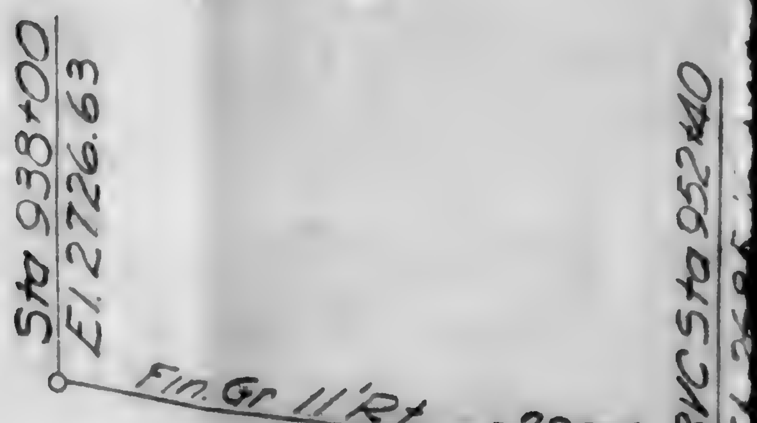
18
RR 947+78.45
Hwy 944+99.62
To Imbler 5.8 MI.
To Elgin 1.6 MI.
U.P.R.R.
Proposed Channel Change
Bent 7
Sta 947+86.51
Std. Catch Basin
See Dwg # 14600 Type


15 Lt ℄
Ground line 15 Rt ℄
℄ UPRR
Existing communication lines.
Sand & Silt
Rock


1948 Flood El. 2671 (5690 cfs)
Ave High Water El 2668
Ave Low Water El. 2660
Gravel
Sand, Silt & Clay

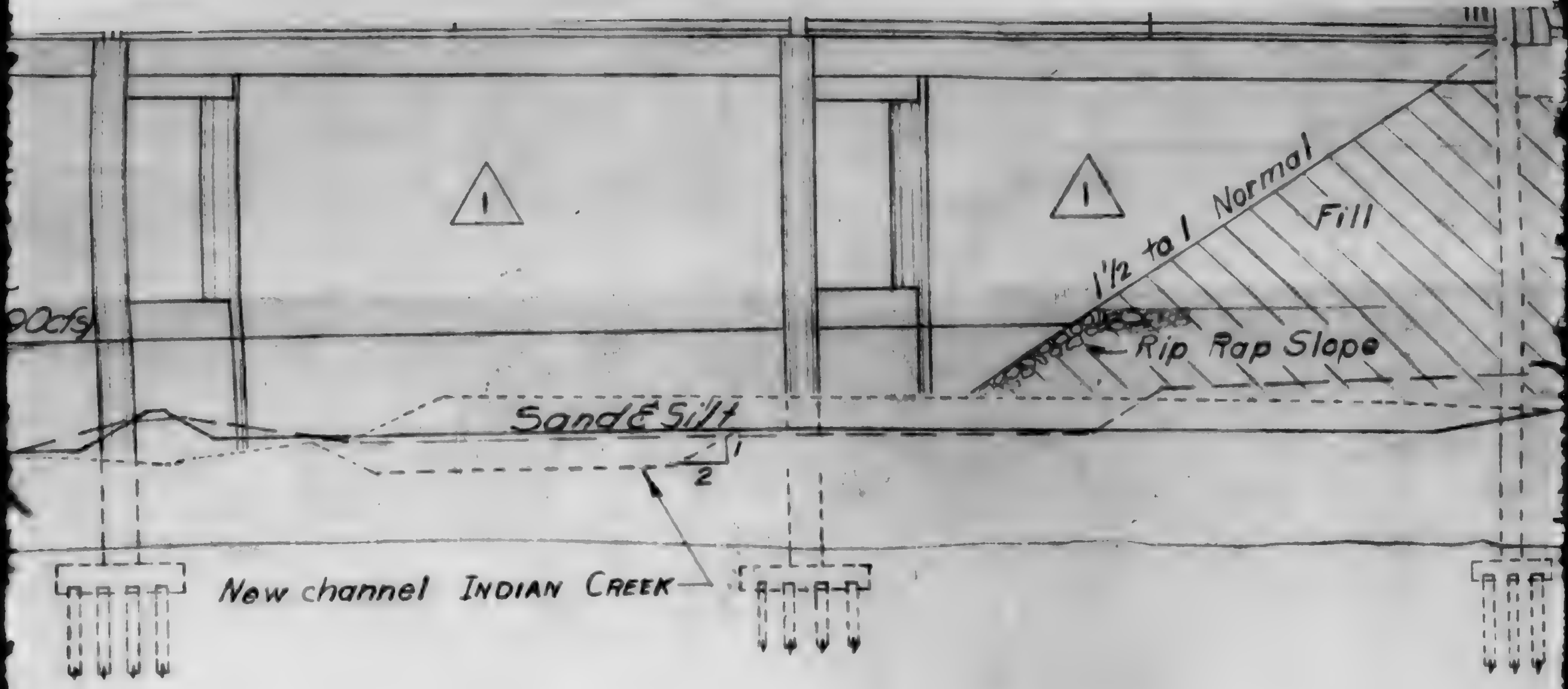
-ELEVATION-

SCALE 1"=15'-0"


Sta 938+00
El. 2726.63
Fin. Gr 11' Rt.
-.288%
BVC Sta 952+40
El. 26

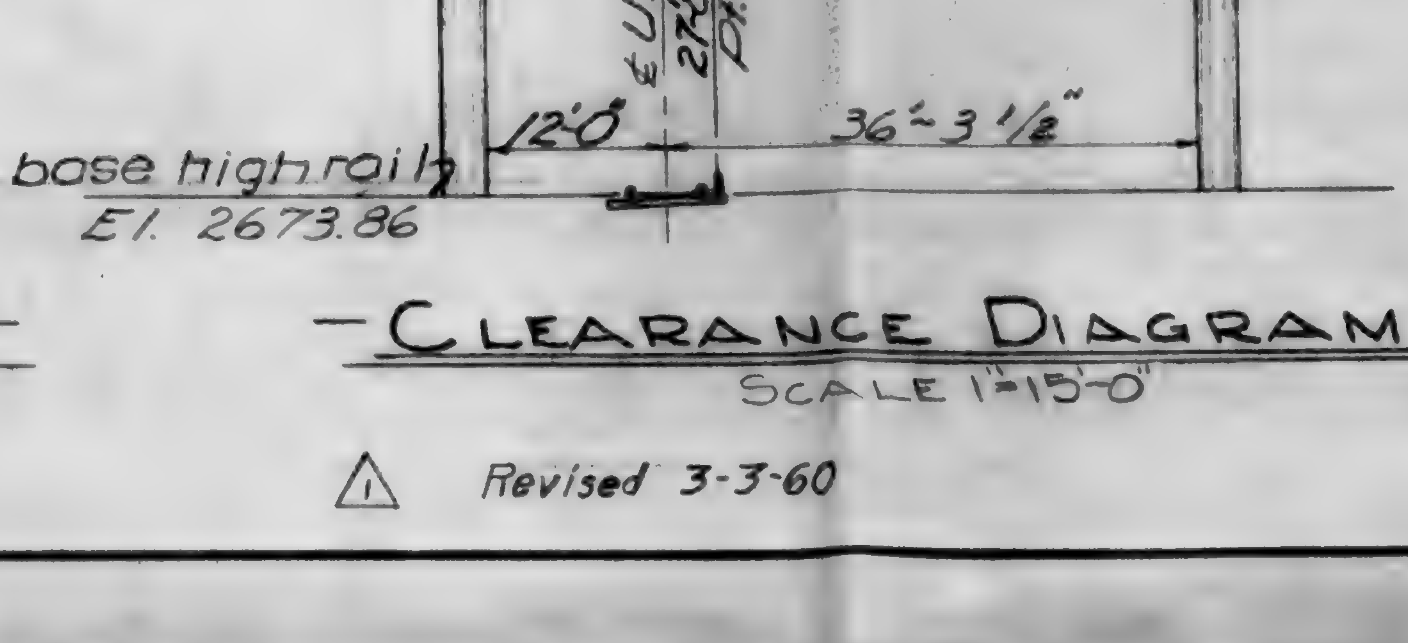
-GRADE LINE DIAGR

NO SCALE



90cfs
1
1
1½ to 1 Normal
Fill
Rip Rap Slope
Sand & Silt
1
2
New channel INDIAN CREEK

288%
BVC Sta 952+40
El. 2685.16



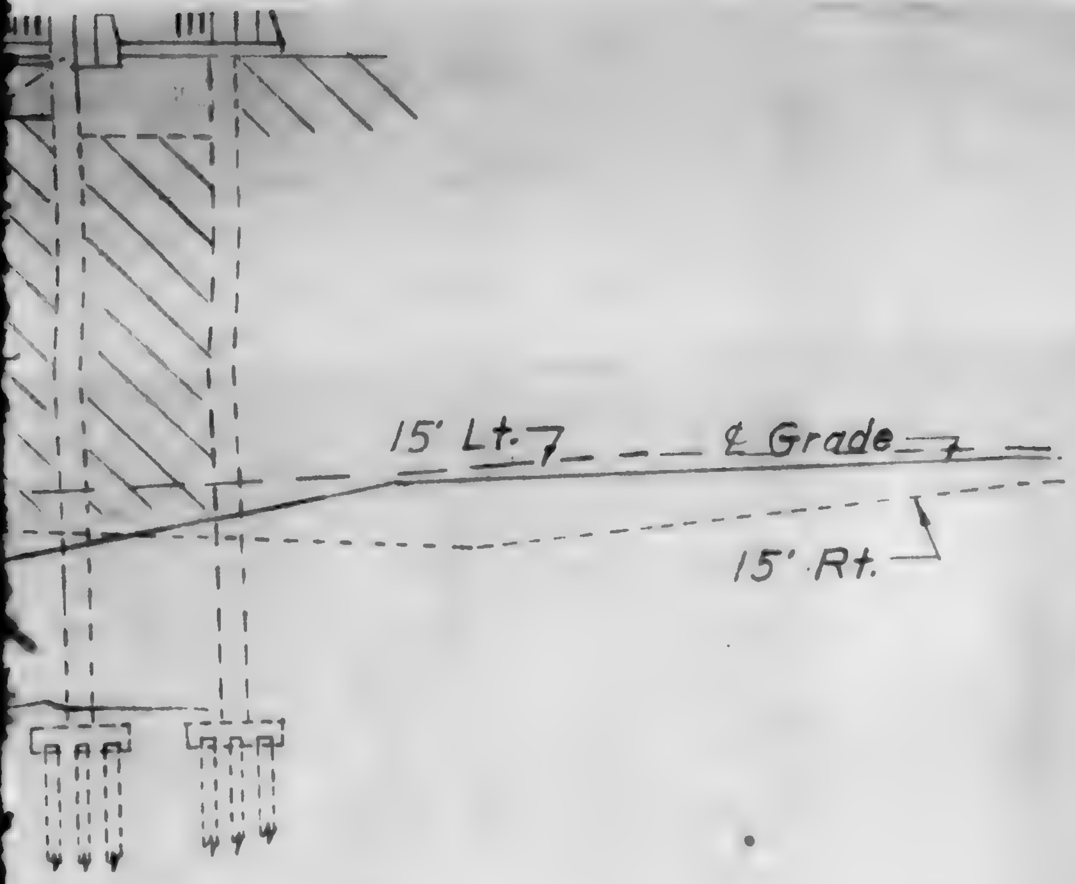
Top of deck
4'-6"
Bottom of beam
5'-6 R
℄ UPRR
27'-8 7/8
Pt. A
12'-0
36'-3 1/2"
base high rail
El. 2673.86

DIAGRAM—

—CLEARANCE DIAGRAM—

SCALE 1"=15'-0"

⚠1 Revised 3-3-60



APPROVED:

Ivan D Merchant
BRIDGE ENGINEER

ASS'T. STATE HIGHWAY ENGINEER

STATE HIGHWAY ENGINEER

DESIGNED ...... CHECKED ......
DRAWN LLH. CALC. BOOK ......

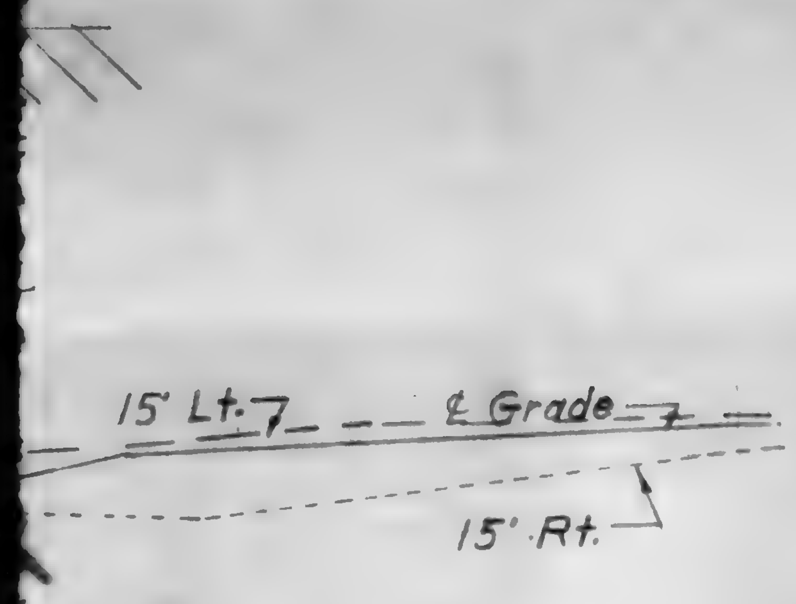
OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

RHINEHART BRIDGE
OVER UPRR & GRANDE RONDE RIVER
RHINEHART ~ ELGIN SECTION
WALLOWA LAKE HWY. UNION CO.

PLAN & ELEVATION

DATE JAN. 11, 1959 BRIDGE NO. 8780
SHEET 1 OF ......
ACCOMPANIED BY DWGS. ......
DRAWING NO. 15553

P. 8780-



OVED:

n D Merchant
SE ENGINEER

STATE HIGHWAY ENGINEER

E HIGHWAY ENGINEER

SNED

VN LLH.

CHECKED

CALC. BOOK

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

RHINEHART BRIDGE
OVER UPRR & GRANDE RONDE RIVER
RHINEHART ~ ELGIN SECTION
WALLOWA LAKE HWY. UNION CO.

PLAN & ELEVATION

DATE JAN. 11, 1959 BRIDGE NO 8780

SHEET 1 OF

ACCOMPANIED BY DWGS.

DRAWING NO. 15553

P. 8780-B

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[illegible] 1960
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
March 23, 1960

SUBJECT: Grande Ronde River and
Southern Pacific Company's
crossing at Station 946+00,
Rhinehart-Elgin Section,
Wallowa Lake Highway

To: Mr. Ivan D. Merchant

Herewith a report on the above-named crossing.

The proposed crossing lies at the lower end of the canyon connecting the large, flat LaGrande-Rhinehart basin and the smaller Elgin basin of the Grande Ronde River. Through the canyon there is no particular problem with flooding; at the bridge site the right bank opens out and there is out-of-bank flow for major floods. This out-of-bank flooding is further complicated by the two mouths of Indian Creek which discharge through the northern and southern extremities of this overflow area. The main, south mouth of Indian Creek discharges into the Grande Ronde River at right angles to the river and coincident with the highway north approach embankment, necessitating a revision of the alignment of Indian Creek.

Discharge records on the Grande Ronde River date from 1904 and are fairly complete at LaGrande. At other stations on the river and tributaries in the vicinity the records are of shorter duration and are intermittent. There are short-record stations 1.5 miles upstream from the bridge site and in Elgin 2.5 miles downstream. The maximum discharge at the upstream station was the flood of 1948, 5,690 cfs. The maximum discharge at the downstream station was for the 1917 flood, 10,500 cfs. The records at LaGrande can not be extrapolated for the bridge site because the considerable quantity of channel storage in the LaGrande-Rhinehart basin reduces the peak discharges.

The estimated 50-year flood on the Grande Ronde River at the bridge site is 10,000 cfs. The estimated 50-year discharge on Indian Creek at its mouth is 1,480 cfs.

Using river cross sections provided by the Corps of Engineers, river profiles were computed from the highway bridge south of Elgin, upstream to the bridge site. This method of establishing a water surface elevation at the bridge site for the design discharge and the approximate 1948 flood is believed to be more accurate than the method used by the resident engineer for estimating the elevation of the 1948 flood at the site. I would estimate the design flood to have a water surface elevation of 2671.0 and the 1948 flood to have an elevation of

NOTED

2,669.5 at the bridge site. These elevations check the limited observations of the witnesses I talked to.

At the bridge site the railroad appears to be founded on a rock ledge. Borings on the north bank indicate gravel. At the mouth of Indian Creek a considerable delta has been built up in the river channel. The following table indicates various conditions arising from three solutions to the problem:

Bridge	Natural Channel Velocity, fps	Backwater Ft.	Constricted Channel Velocity, fps
Proposed by field	5.0	0.5	6.8
Bridge extended 50'	5.0	0.3	5.5
Bridge extended 10' and delta removed	4.1*	0.2	5.0

*with enlarged channel.

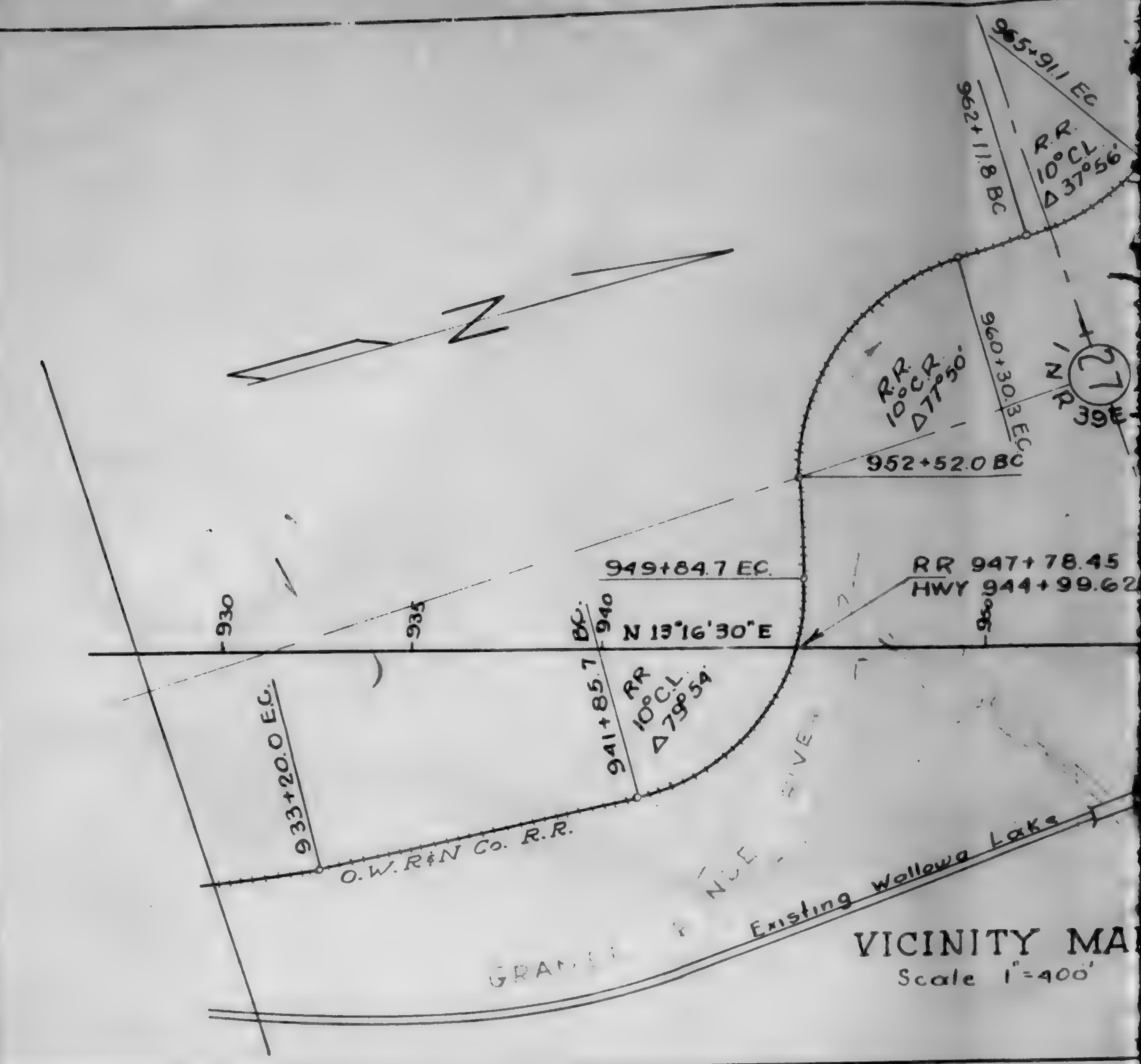
The backwater might well be more in the first case because of the inflow from Indian Creek occurring normal to the Grande Ronde flow. The result of this condition can not be calculated. With only 2.4 feet of freeboard between our calculated backwater surface and the top of the outside railroad ties, I don't think we can afford to take the chance. The second solution is an improvement in that it gives Indian Creek a chance to orientate itself with the Grande Ronde before reaching the main channel. It also creates slightly less backwater. The third solution also permits reorientation of Indian Creek with the Grande Ronde in an area of mild velocity flow. The delta removed will probably not be permanent, but the new Indian Creek channel formed should be an improvement over the present conditions.

My recommendation would be to use the second alternative, extending the bridge 50 feet as shown on the accompanying drawing.

John C. Jenkins

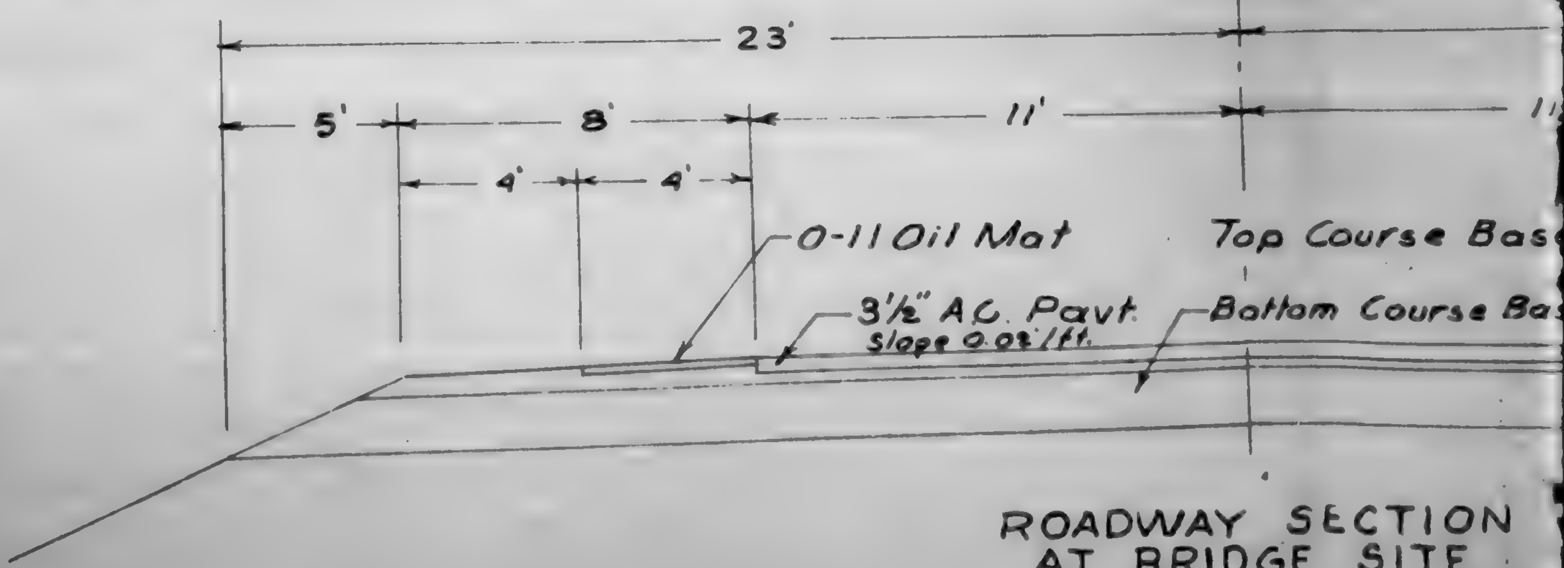
JCJ:gm
cc Mr. G. S. Paxson

FINAL SURVEY	
NOTE BOOK	
NO.	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
AREAS CHECKED	
BY	
DATE	

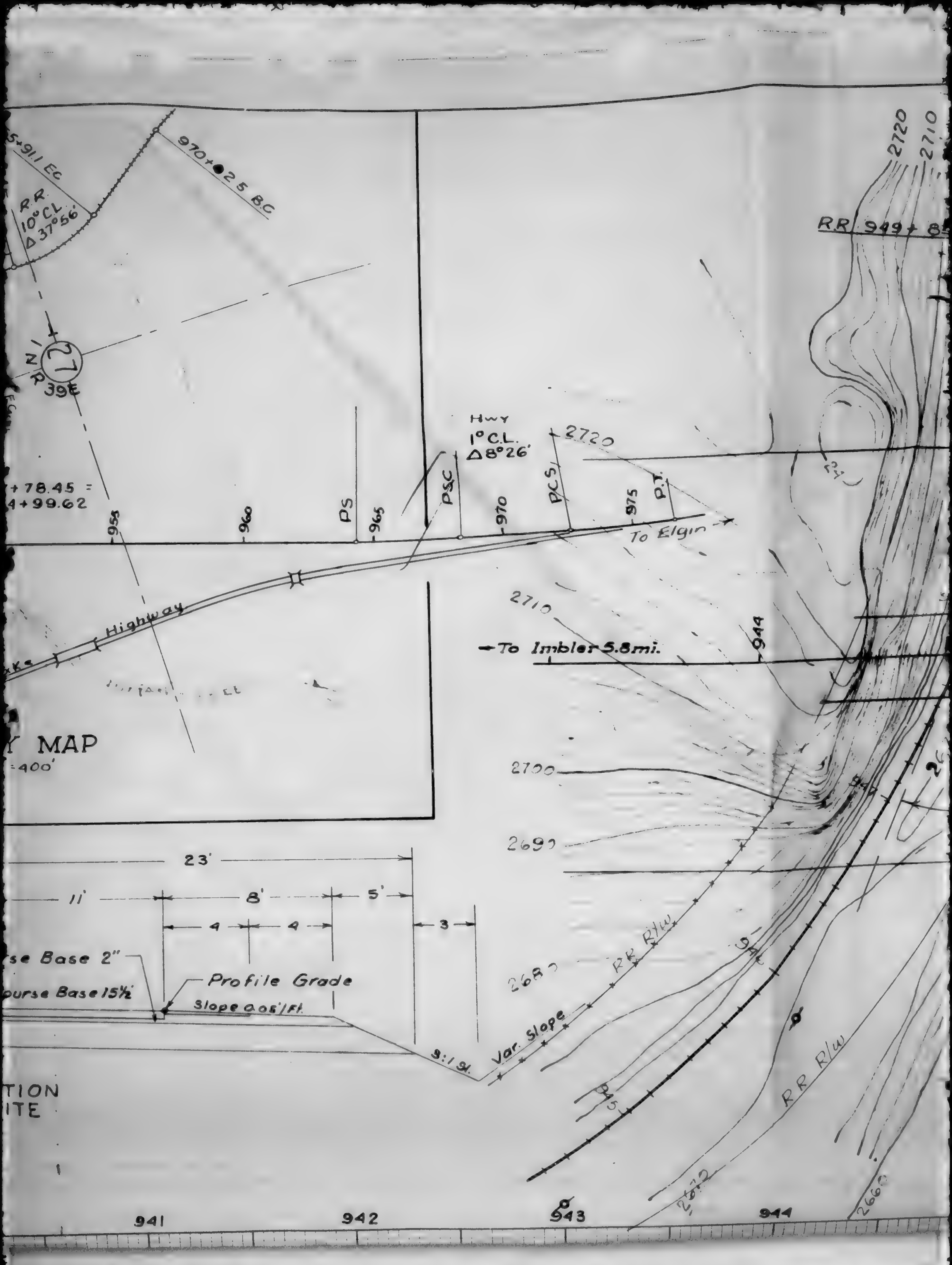

N
965+91.1 EC
962+11.8 BC
R.R. 10°C.L. Δ37°56'
960+30.3 EC
R.R. 10°C.R. Δ77°50'
952+52.0 BC
T 2 N
R 39 E
27
949+84.7 EC
RR 947+78.45
HWY 944+99.62
930
935
940
950
N 13°16'30"E
941+85.7 BC
RR 10°C.L. Δ79°54'
933+20.0 EC
O.W.R.&N Co. R.R.
GRANDE RONDE RIVER
Existing Wallowa Lake

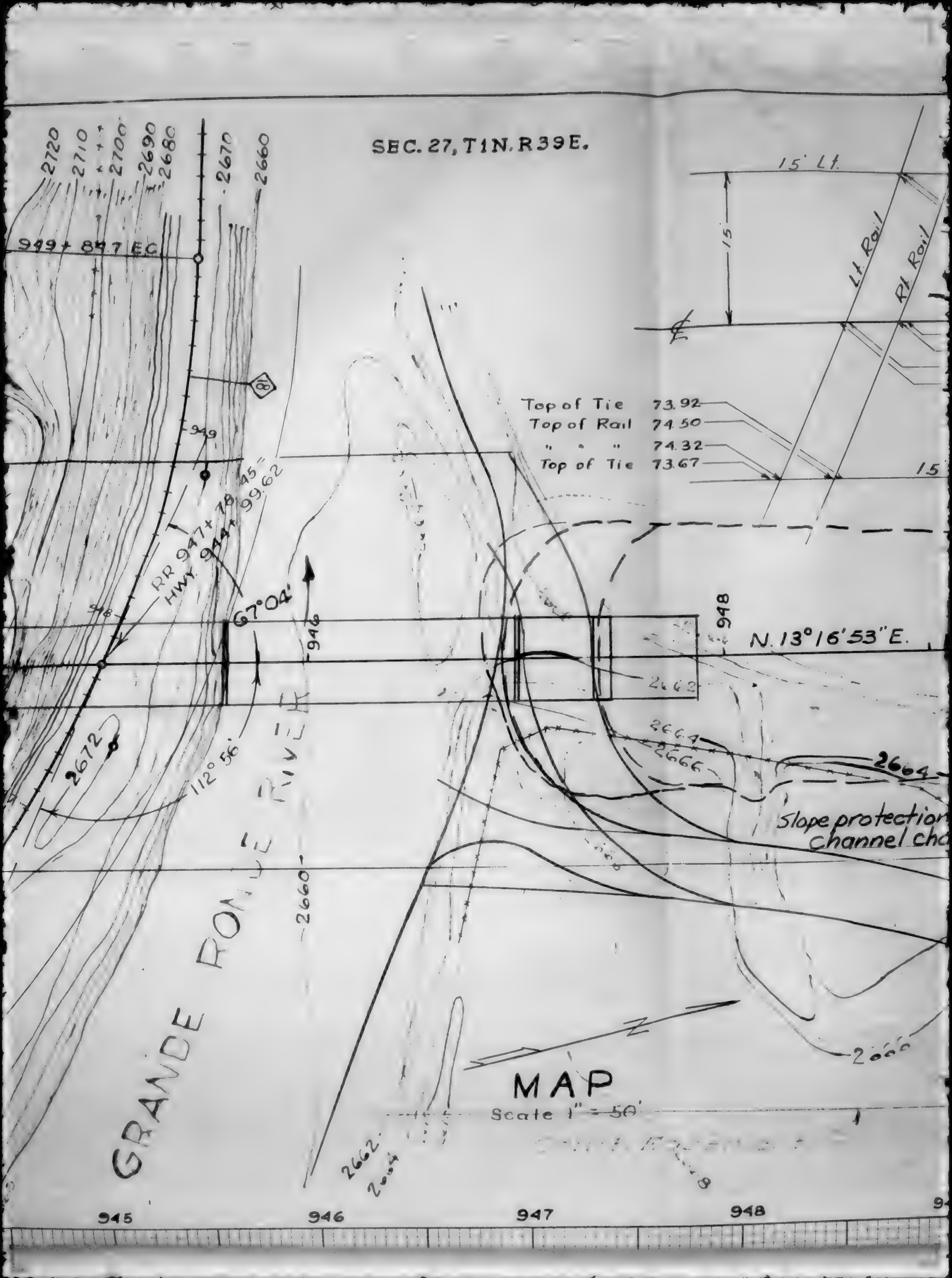
VICINITY MA

Scale 1"=400'


23'
5'
8'
11'
11
4'
4'
0-11 Oil Mat
Top Course Bas
3½" A.C. Pavt.
Slope 0.02'/ft.
Bottom Course Ba

ROADWAY SECTION
AT BRIDGE SITE


5+911 EC
970+●25 BC
R.R.
10° C.L.
Δ 37°56'
1 N
27
R 39E
+78.45 =
4+99.62
955
960
PS
965
PSC
970
PCS
975
P.T.
HWY
1° C.L.
Δ 8°26'
To Elgin
Highway
Y MAP
=400'
2720
2710
2700
2690
2680
2720
2710
RR 949+85
To Imbler 5.8mi.
944
23'
11'
8'
5'
4
4
3
se Base 2"
ourse Base 15½"
Profile Grade
Slope 0.05'/Ft.
3:1 Sl.
Var. Slope
RR R/W
RR R/W
945
946
TION
ITE
2672
2660
941
942
943
944

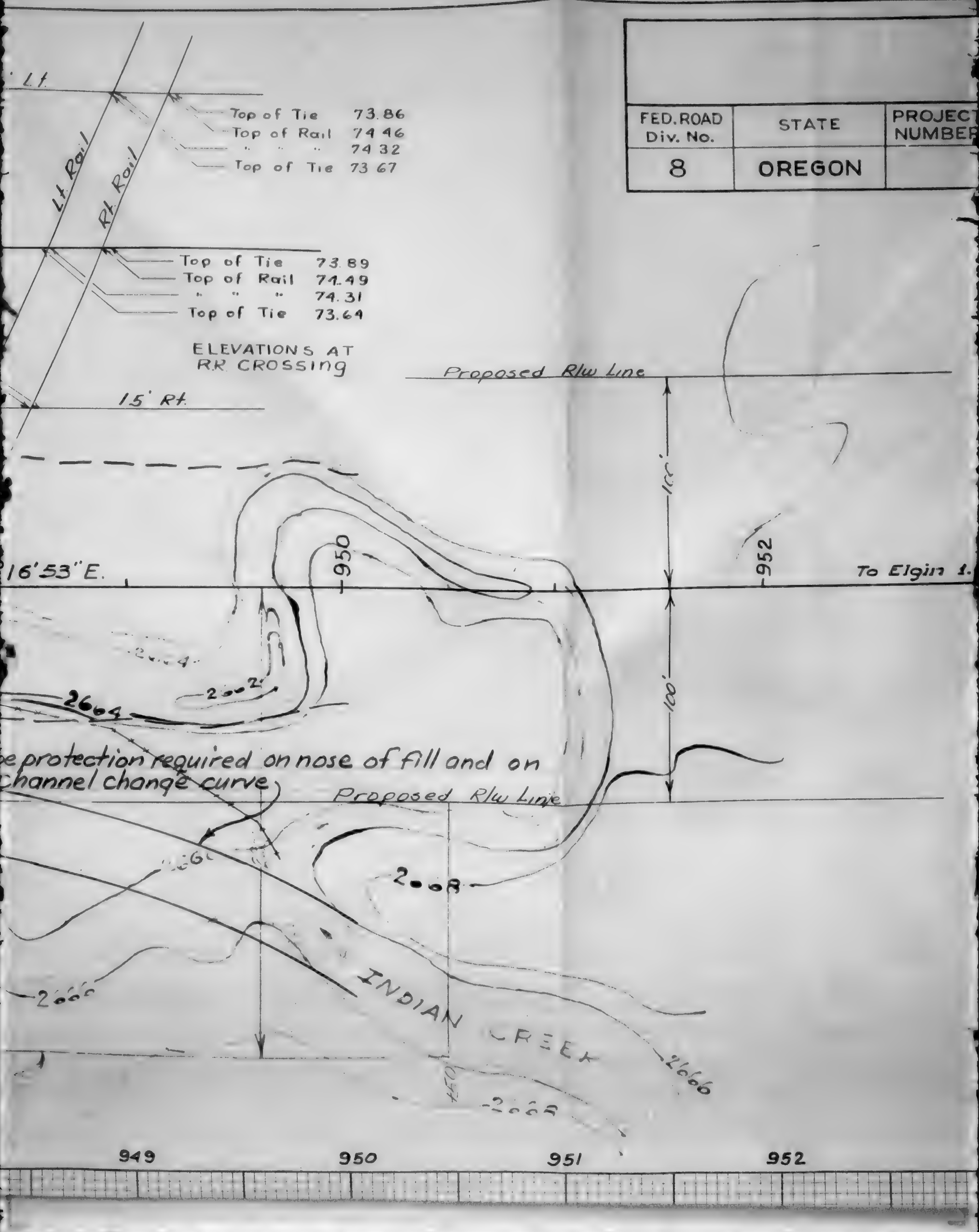


MAP

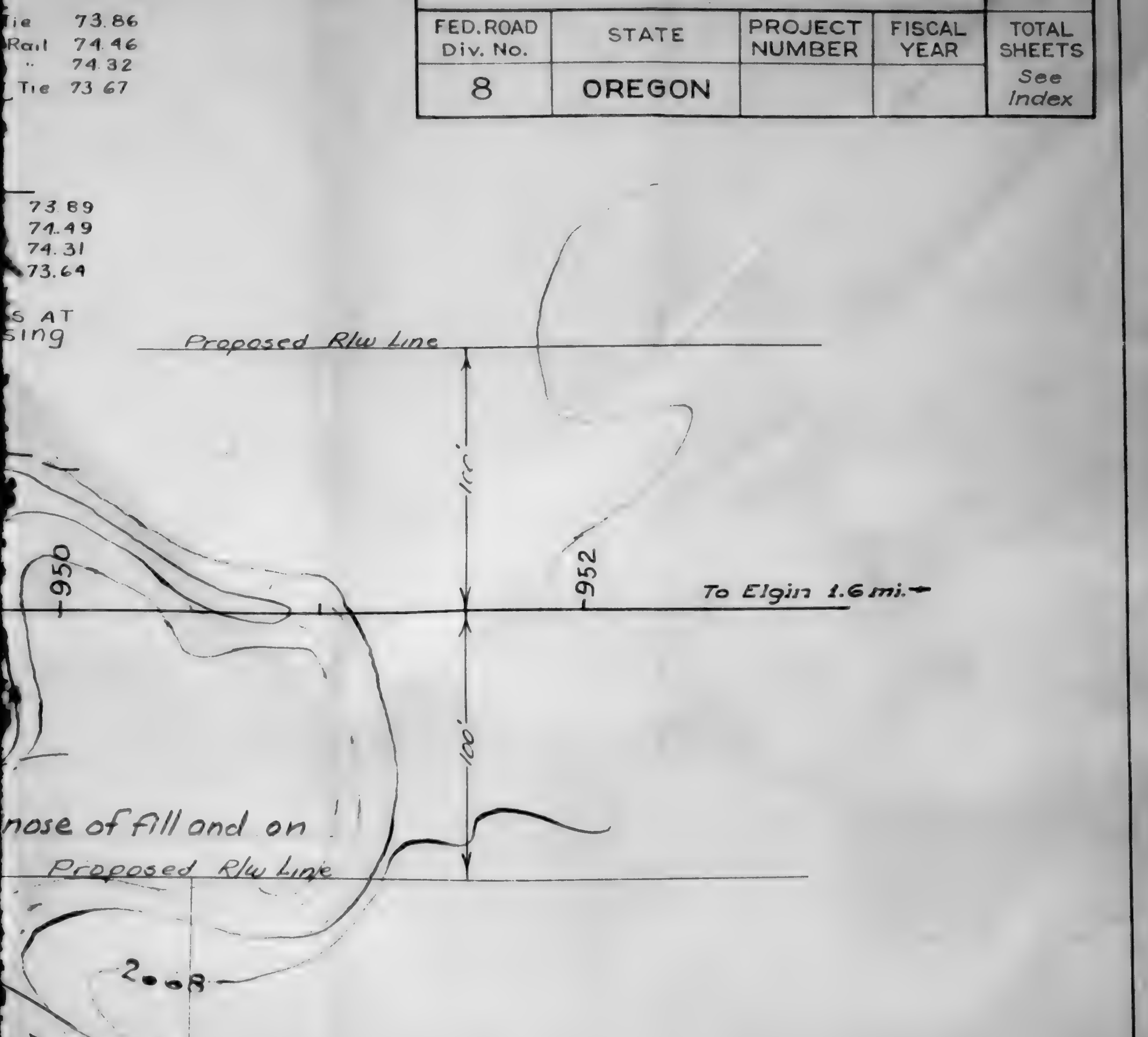
Scale 1" = 50'

SEC. 27, T1N. R39E.
2720
2710
2700
2690
2680
2670
2660
949+ 84.7 EC
8
949
RR 947+ 78.45
HWY. 944+ 99.62
67°04'
946
948
2672
112°56'
GRANDE RONDE RIVER
2660
2662
2664
2666
2664
2662
2664
2666
15' Lt.
15
Lt. Rail
Rt. Rail
℄
Top of Tie 73.92
Top of Rail 74.50
" " " 74.32
Top of Tie 73.67
15'
948
N. 13°16'53" E.
Slope protection
channel cha
945
946
947
948
9

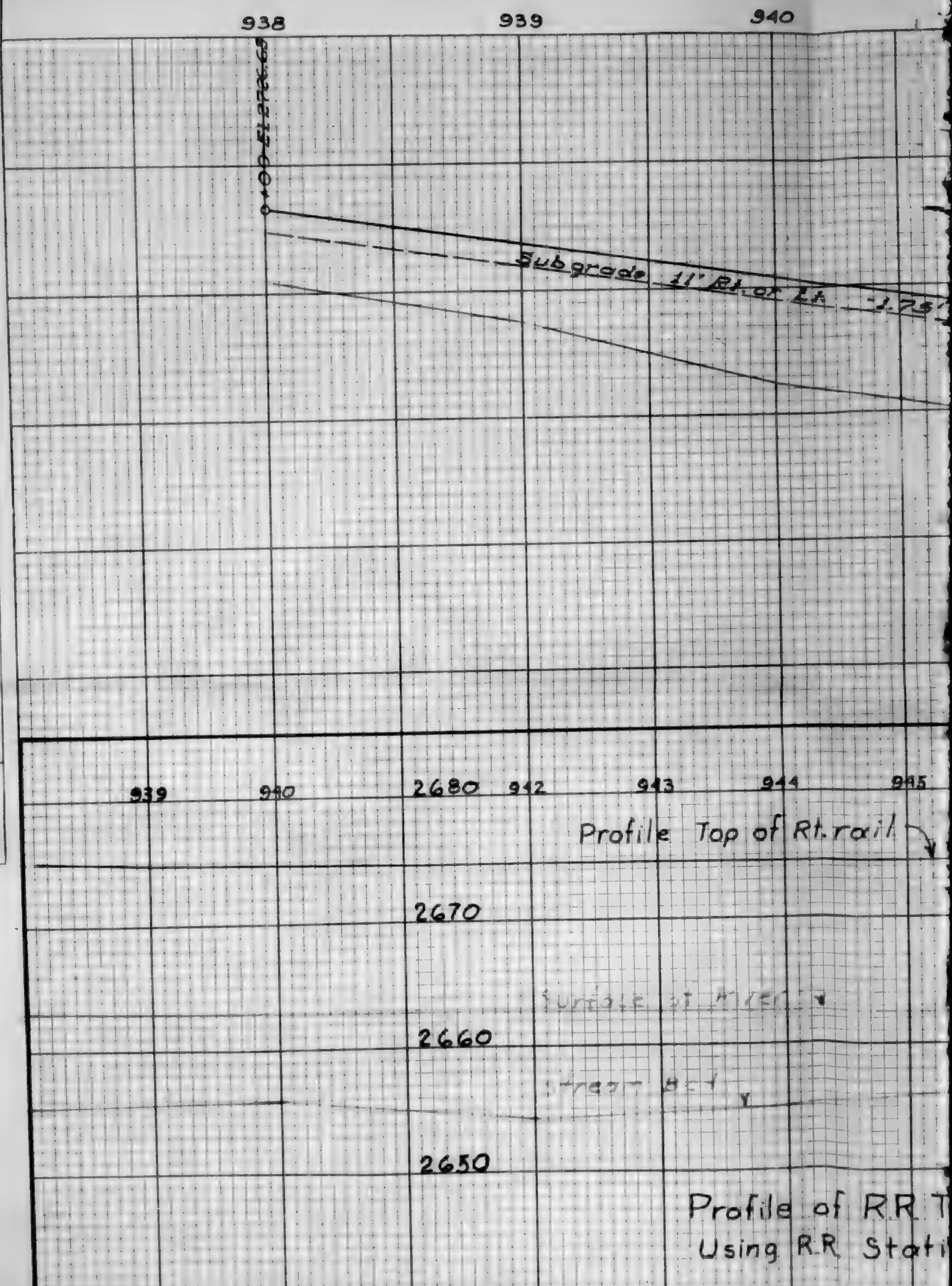
FED. ROAD Div. No.	STATE	PROJECT NUMBER
8	OREGON	


Lt.
Top of Tie 73.86
Top of Rail 74.46
" " " 74.32
Top of Tie 73.67
Lt. Rail
Rt. Rail
Top of Tie 73.89
Top of Rail 74.49
" " " 74.31
Top of Tie 73.64
ELEVATIONS AT
R.R. CROSSING
15' Rt.
Proposed R/w Line
100'
950
952
16'53"E.
To Elgin 1.
2664
2662
2664
100'
e protection required on nose of fill and on
channel change curve
Proposed R/w Line
2660
2668
2666
INDIAN CREEK
2666
450
2668
949
950
951
952

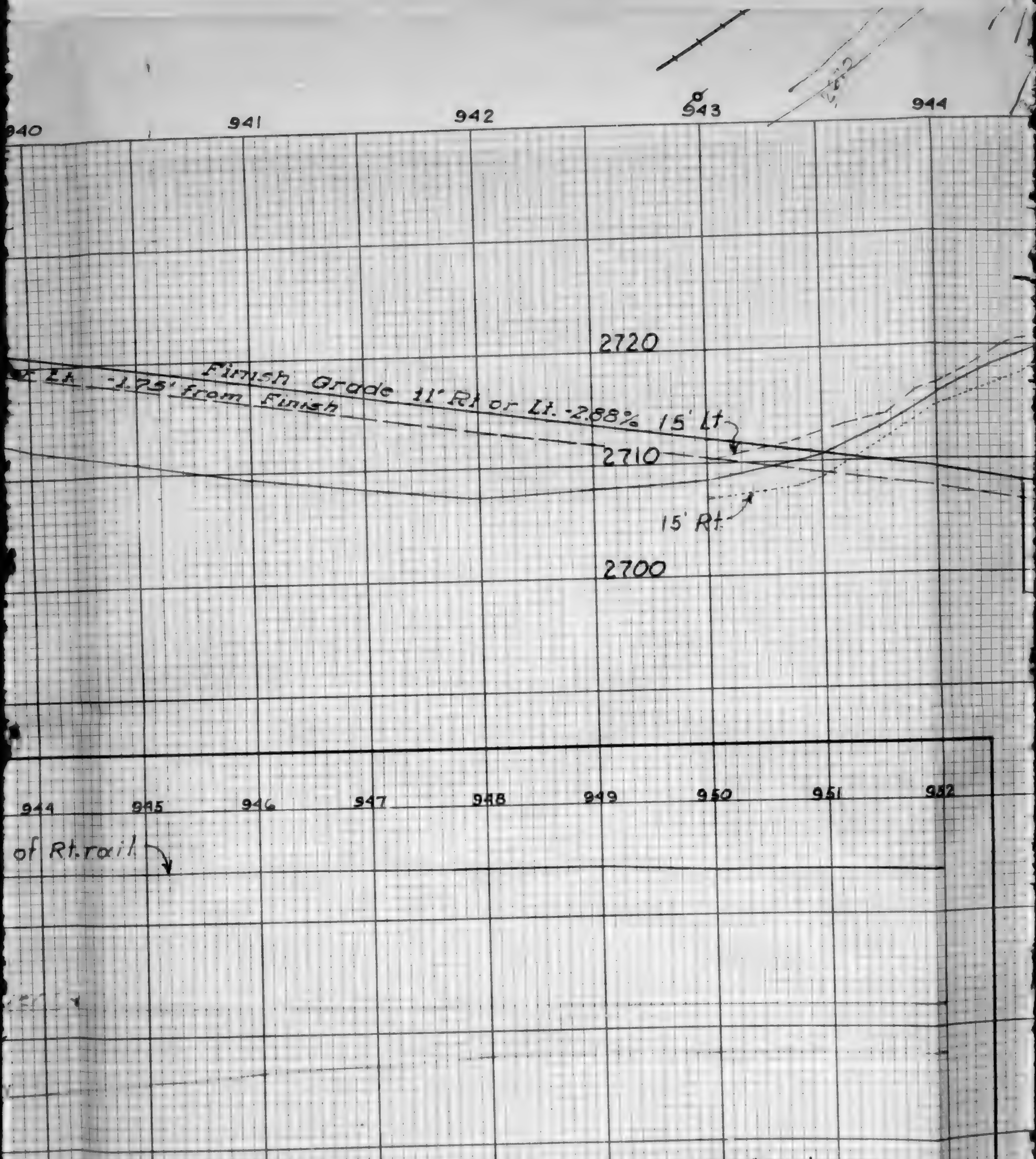
					SHEET No
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR		TOTAL SHEETS
8	OREGON				See Index


ie 73.86
Rail 74.46
" 74.32
Tie 73.67
73.89
71.49
74.31
73.64
S AT
sing
Proposed R/w Line
100'
950
952
To Elgin 1.6 mi.
100'
nose of fill and on
Proposed R/w Line
2008
INDIAN CREEK
2666
2668
950
951
952
953

ORIGINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE
NOTE BOOK
NO.

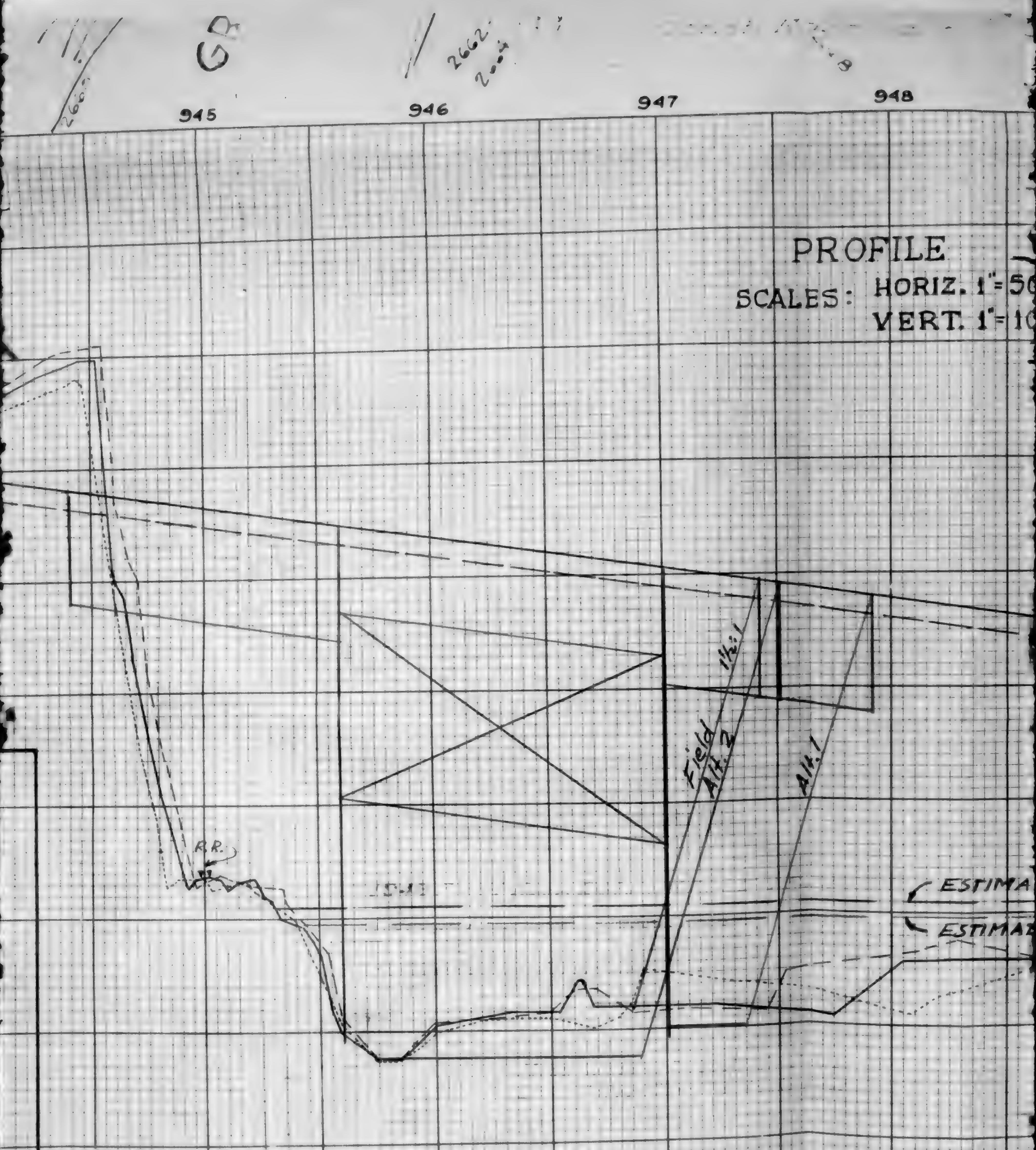

938
939
940
El. 2726.65
Subgrade 11' Rt. of Lt. -1.75
939
940
2680
942
943
944
945
Profile Top of Rt. rail
2670
Surface of River
2660
Stream Bed
2650

Profile of R.R. T
Using R.R. Stati


940
941
942
943
944
2720
Finish Grade 11' Rt or Lt. -2.88%
Lt. -1.75' from Finish
15' Lt
2710
15' Rt
2700
944
945
946
947
948
949
950
951
952
of Rt. rail

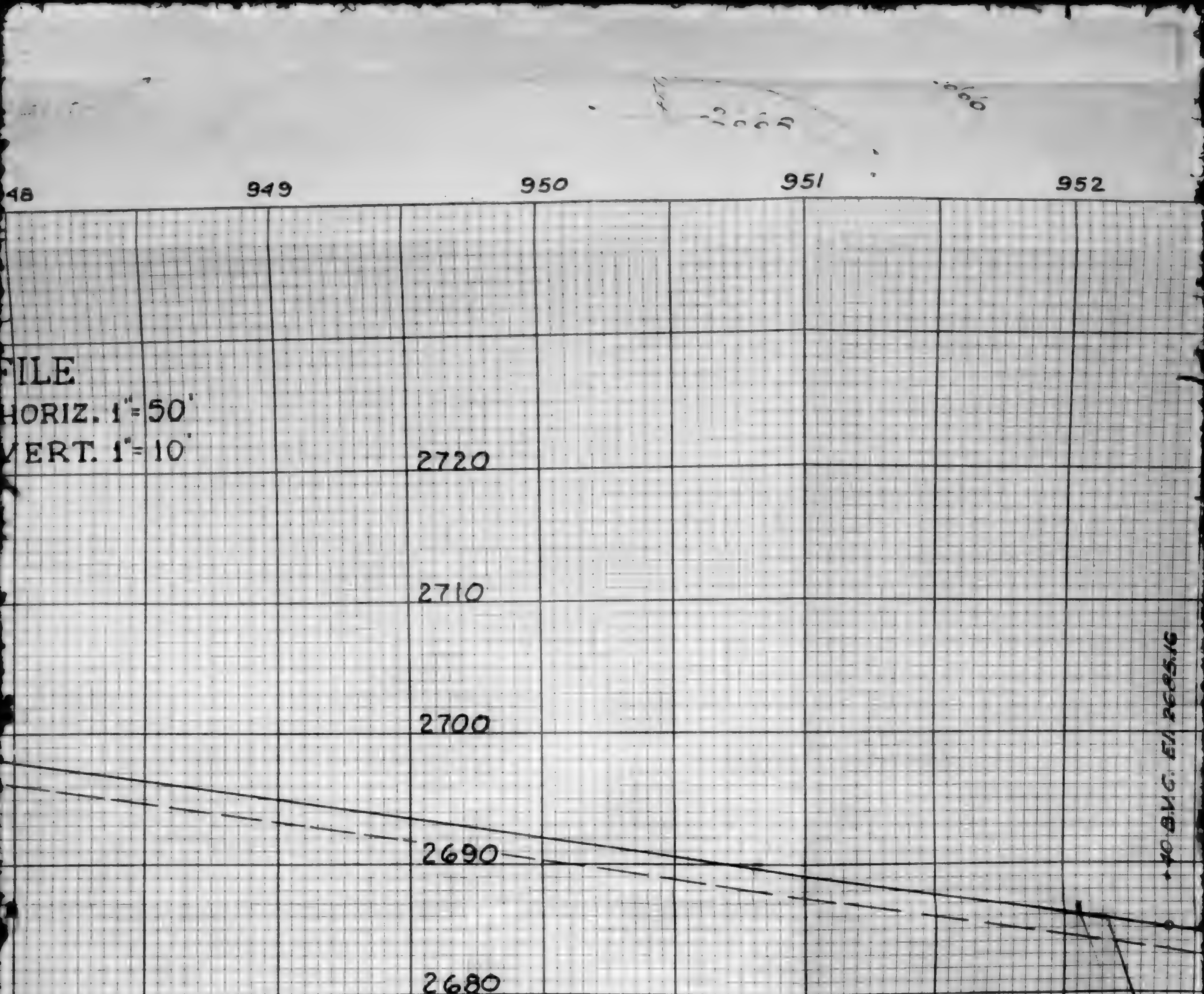
file of R.R. Track & River
ing R.R. Stationing

SCALES: HORIZ. 1" = 100'
VERT. 1" = 10'


GR
2662
945
946
947
948
1½:1
Field
Alt. 2
Alt. 1
R.R.
ESTIMA
ESTIMAT

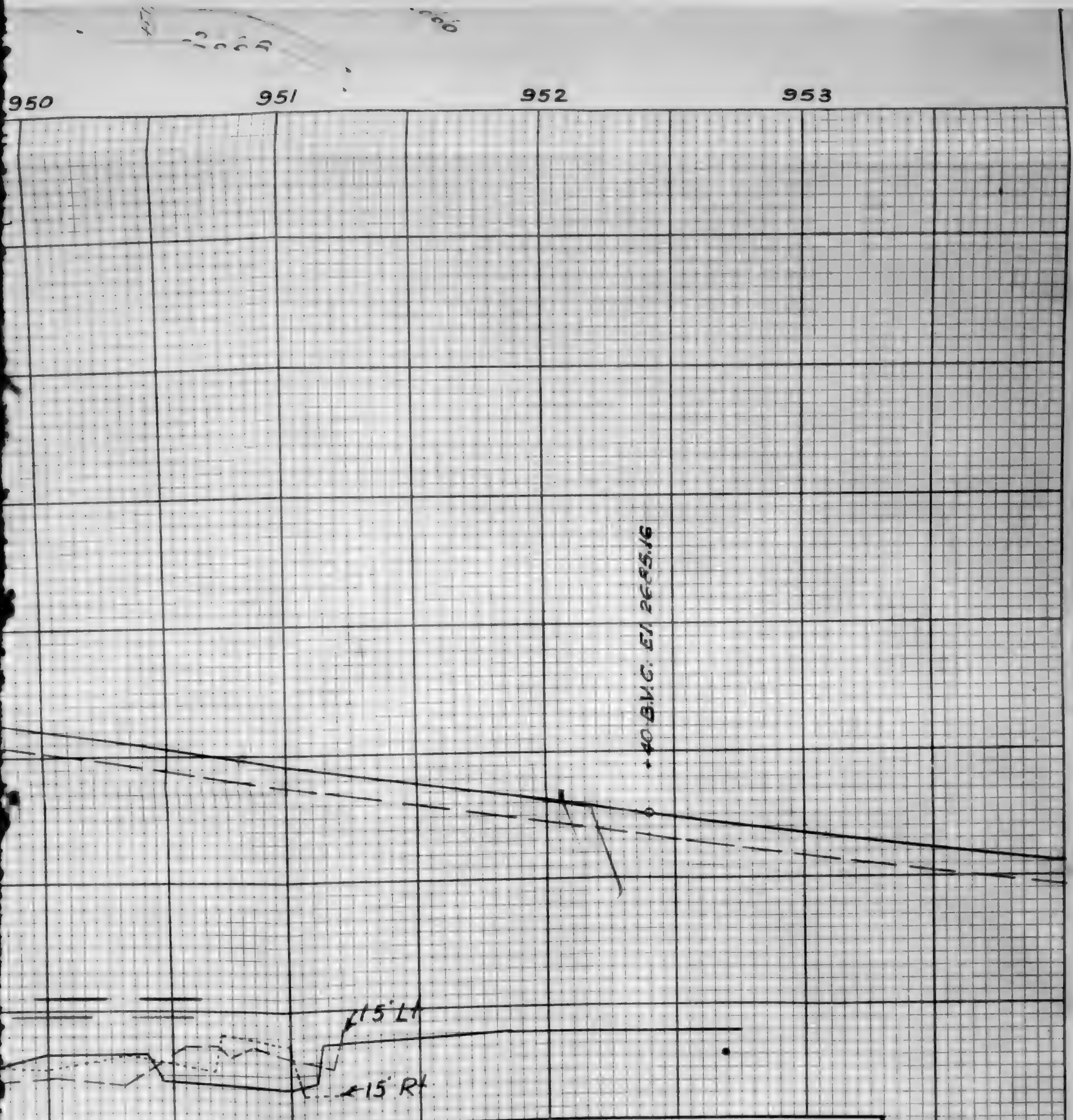
PROFILE

SCALES: HORIZ. 1"=5
VERT. 1"=1


948
949
950
951
952
FILE
HORIZ. 1"=50'
VERT. 1"=10'
2720
2710
2700
2690
2680
2670
2660
2650
+40 B.V.C. El. 2695.16
ESTIMATED 10,000 cfs 2671.0
ESTIMATED 1948 FLOOD 2669.5
15' Lt
15' Rt

Vicinity Map & Profile
U.P. R.R & GRANDE RONDE RIVER
Rhinehart - Elgin Section
Wallowa Lake Highway
2 Mi. South of Elgin,
Union County
Survey by L.V. Blickenstaff Nov. 1

Br# 8780


950
951
952
953
+40 B.M.C. El 2685.16
15' Lt
15' Rt

Vicinity Map & Profile
U.P.R.R & GRANDE RONDE RIVER O'XING
Rhinehart - Elgin Section
Wallowa Lake Highway
2 Mi. South of Elgin
Union County
Survey by L.V. Blickenstaff Nov. 1959

#8780

Dwg.
#15533

RECEIVED
MAR 22 1960
FOR FILING

7-86(5)

5829

R

1263

March 22, 1960

Mrs. Elaine Johnson, Secretary
Elgin Woman's Service Club
Elgin, Oregon

Dear Mrs. Johnson:

In reply to your letter of March 15, I wish to advise that our present plans for rebuilding the Wallowa Lake Highway do not involve any change at Elgin.

The project as now contemplated starts in the vicinity of Rhinehart and connects with the existing highway southerly of Elgin.

Very truly yours,

W. C. Williams
State Highway Engineer

FC:fn mm

cc Mr. Forrest Cooper

REFERRED TO
Cooper
By State Highway Engineer

Elgin, Oregon
March 14, 1960

Highway Department
Salem, Oregon

Gentlemen:

The Elgin Women's Service Club, composed of 60 business and professional women in Elgin, wish to express their desire that the new proposed highway in the vicinity of Elgin be so constructed as to not bypass our town. We feel this would work a definite hardship on our business people and that it is of utmost important that the highway be left on this side of the river and that it run through our town.

Yours truly,

Elaine Johnson

(Mrs.) Elaine Johnson, Sec'y.
Elgin Women's Service Club

RECEIVED
MAR 16 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
MAR 16 1960
[illegible]
STATE HIGHWAY [illegible]

P

RECEIVED
MAR 8 1960
FOR FILING

7-80 (S)

727

1263

March 4, 1960

Oregon State Highway Commission

Gentlemen:

Our survey has been completed on the Rhinehart-Elgin Section of the Wallowa Lake Highway. I am attaching a map for your information.

The length of this section is 2.87 miles, and I recommend your approval of this survey and authorization to purchase the necessary right of way.

This matter will be on the agenda for your consideration at the March 10-11 meeting.

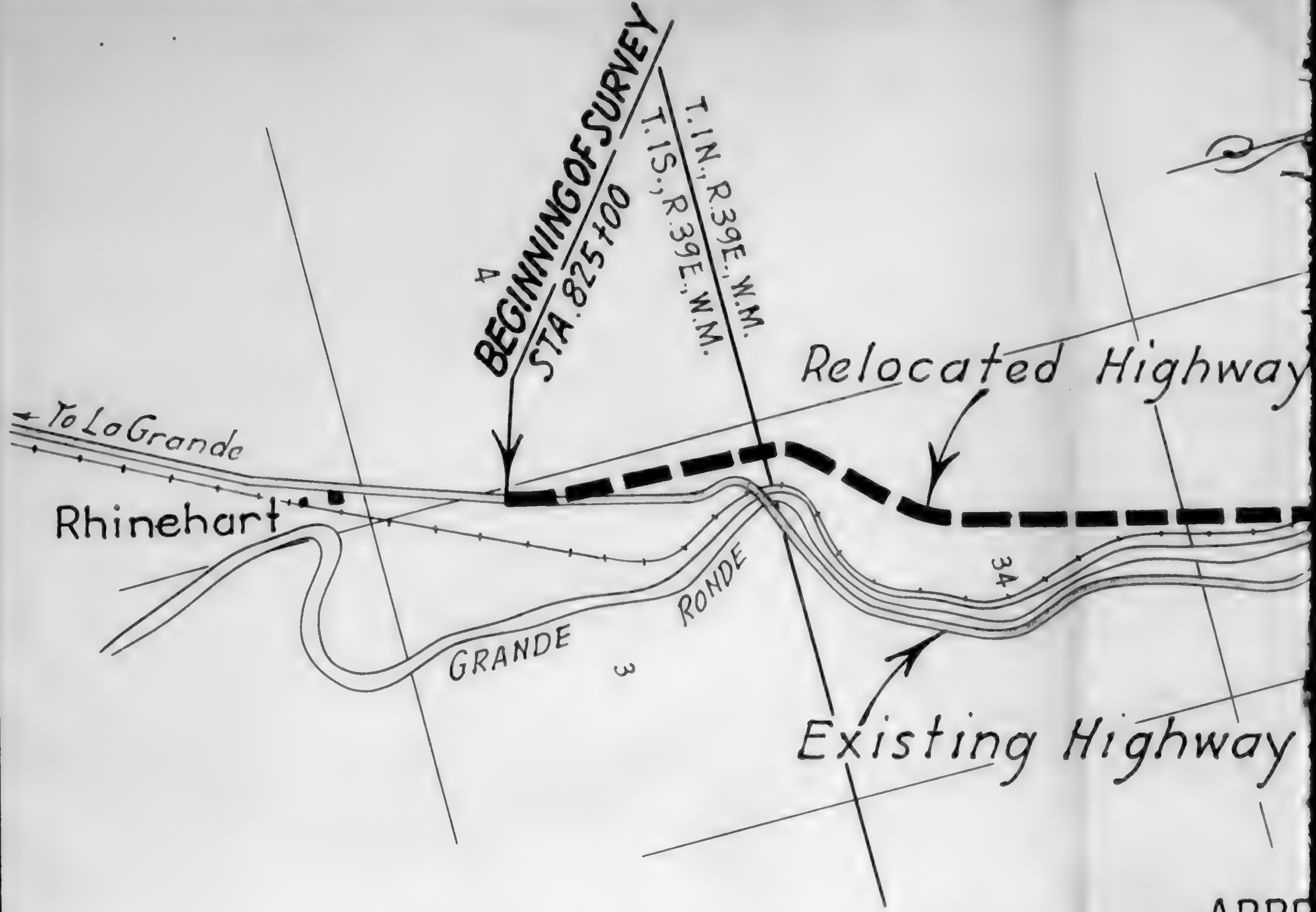
Very truly yours,

W. C. Williams
State Highway Engineer

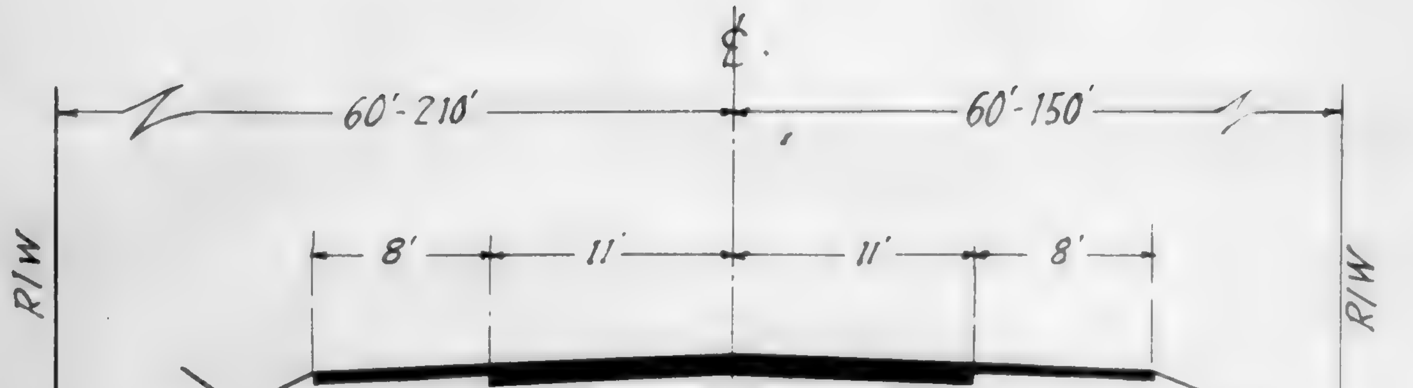
DJB:law me

Enclosure

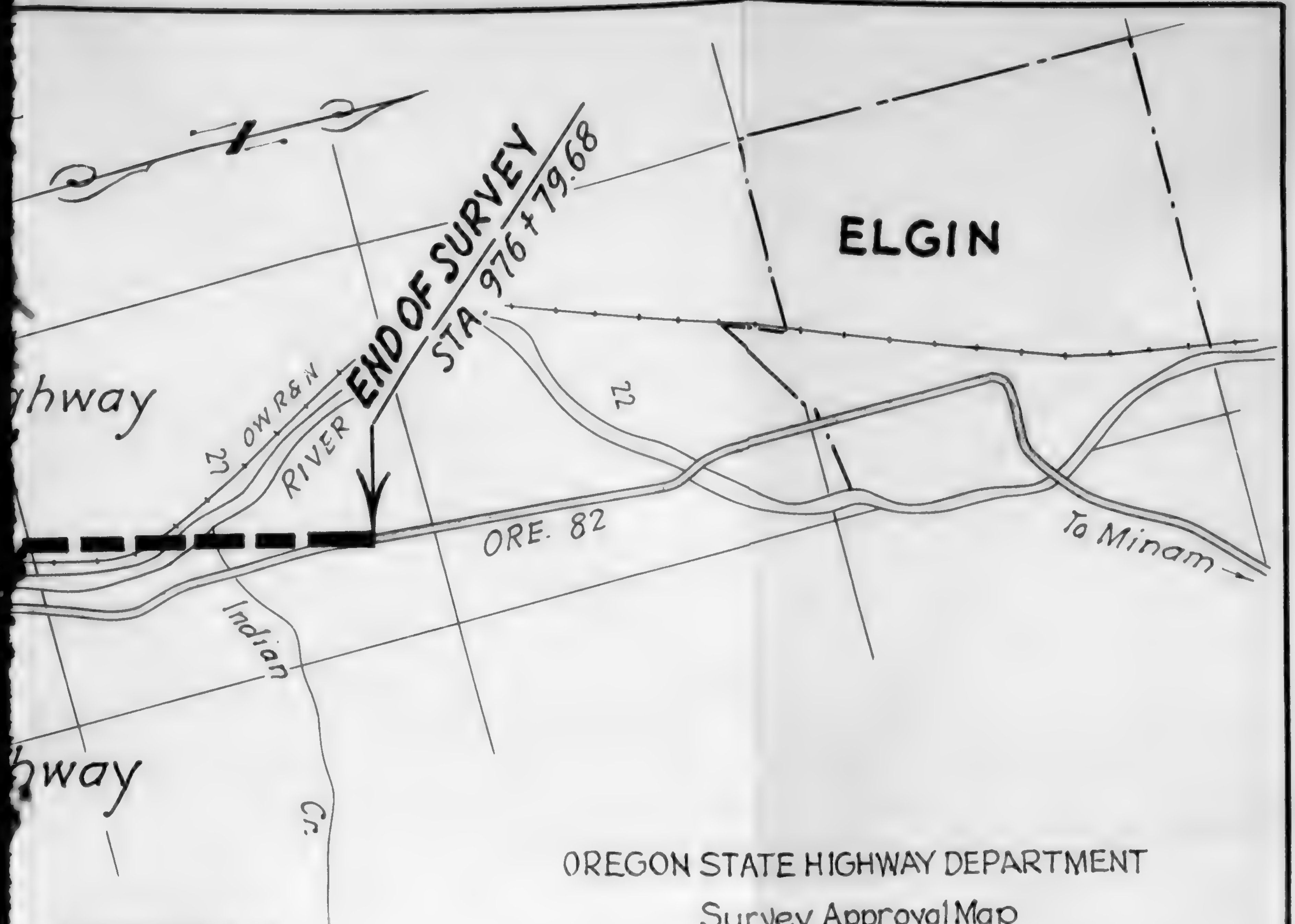
cc Mr. Tom Edwards
Mr. Walter Wright


BEGINNING OF SURVEY
STA. 825+00
T.1N., R.39E., W.M.
T.1S., R.39E., W.M.
4
Relocated Highway
← To La Grande
Rhinehart
GRANDE RONDE
3
34
Existing Highway

APPR
DEPUTY STATE HI
DATE


℄
60'-210'
60'-150'
8'
11'
11'
8'
R/W
R/W

TYPICAL SECTION


ghway
ELGIN
END OF SURVEY
STA. 976+79.68
OWR&N
RIVER
27
22
ORE. 82
To Minam
Indian
Cr.
hway

APPROVED

Y STATE HIGHWAY ENGINEER

March 7, 1960

DATE

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

RHINEHART-ELGIN SECTION

WALLOWA LAKE HIGHWAY

UNION COUNTY

Scale: 1"=2000' Mar., 1960

DRG. NO. 1R-3-1258

For details see Drg. No. 8B-16-17, Jan., 1960

RECEIVED
MAR 2 1960
FOR FILING
7-40(S)
5424

2-24-60

W. C. WILLIAMS

ADDENDUM "B" TO LOCATION PROSPECTUS
RHINEHART OVERCROSSING-ELGIN SECTION
WALLOWA LAKE HIGHWAY
UNION COUNTY

The following addendum is submitted to revise the location prospectus concerning the above-mentioned section of the Wallowa Lake Highway:

Paragraphs 1 through 9: Correct as per original prospectus.

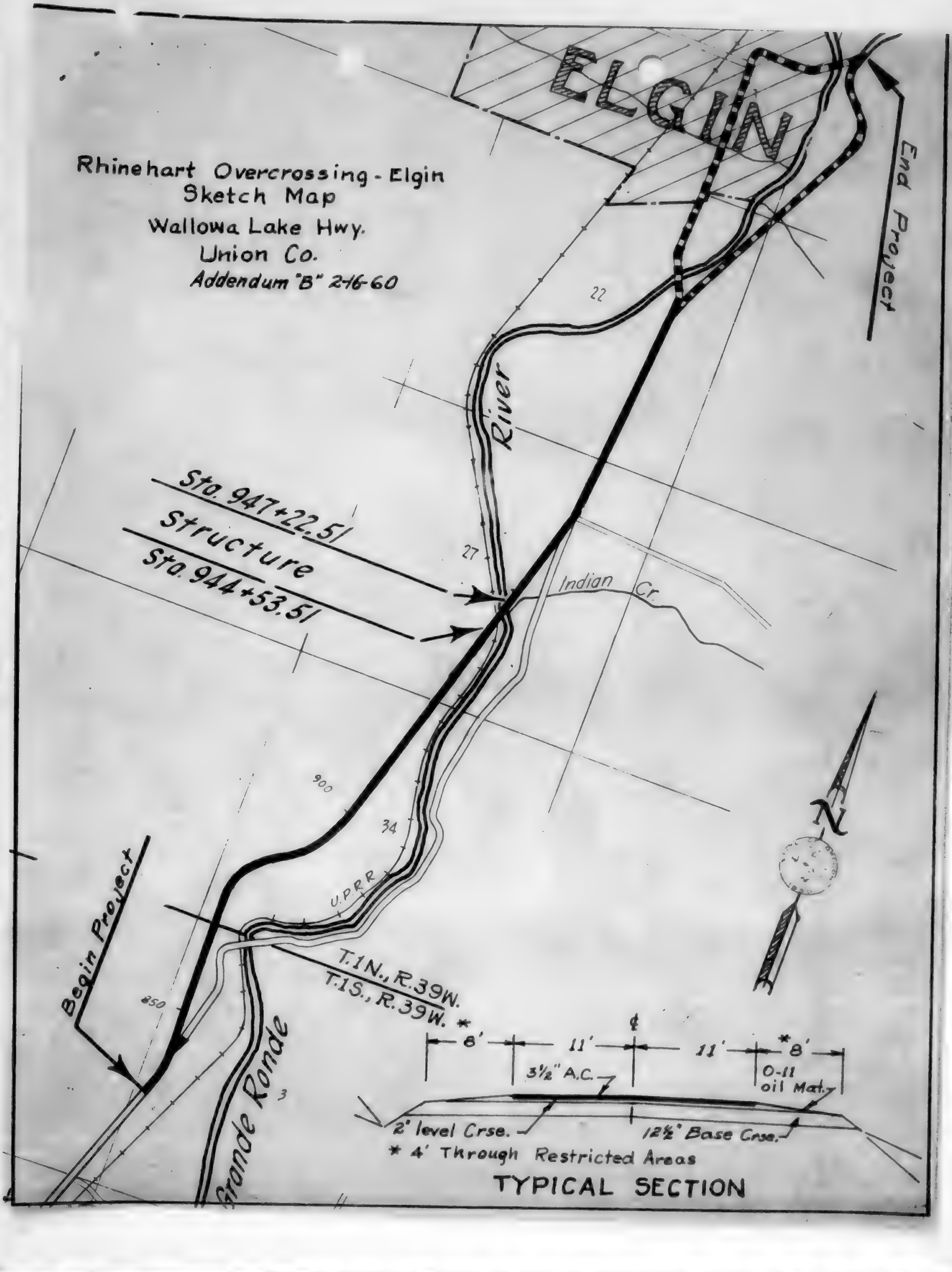
Attachment: Remove and destroy attachment to Addendum "A" and replace with attachment to this addendum.

February 24, 1960

Attachment

cc W. C. Williams ✓
Forrest Cooper
G. S. Paxson
Tom Edwards
A. F. Parson (3)
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
W. T. Wright
R. L. Porter
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER



Rhinehart Overcrossing - Elgin
Sketch Map
Wallowa Lake Hwy.
Union Co.
Addendum "B" 2-16-60

ELGIN
End Project
22
River
Sta. 947+22.51
Structure
Sta. 944+53.51
27
Indian Cr.
900
34
U.P.R.R.
N
Begin Project
T.1N., R.39W.
T.1S., R.39W.
850
Grande Ronde
3
8'
11'
℄
11'
*8'
3½" A.C.
0-11 oil Mat.
2' level Crse.
12½" Base Crse.
* 4' Through Restricted Areas
TYPICAL SECTION

2 3-60

RECEIVED
[illegible] 1960
FOR FILING

5421

W. C. WILLIAMS

ADDENDUM "A" TO LOCATION PROSPECTUS
RHINEHART OVERCROSSING-ELGIN SECTION
WALLOWA LAKE HIGHWAY
UNION COUNTY

The following addendum is submitted to revise the location prospectus concerning the above-mentioned section of the Wallowa Lake Highway:

Paragraphs 1 through 3: Correct as per original prospectus.

Paragraph 4: Change sentence reading "The first four feet of shoulder .... oil mat surface." to read "Shoulders will receive a full width 0-11 oil mat."

Paragraphs 5 through 9: Correct as per original prospectus.

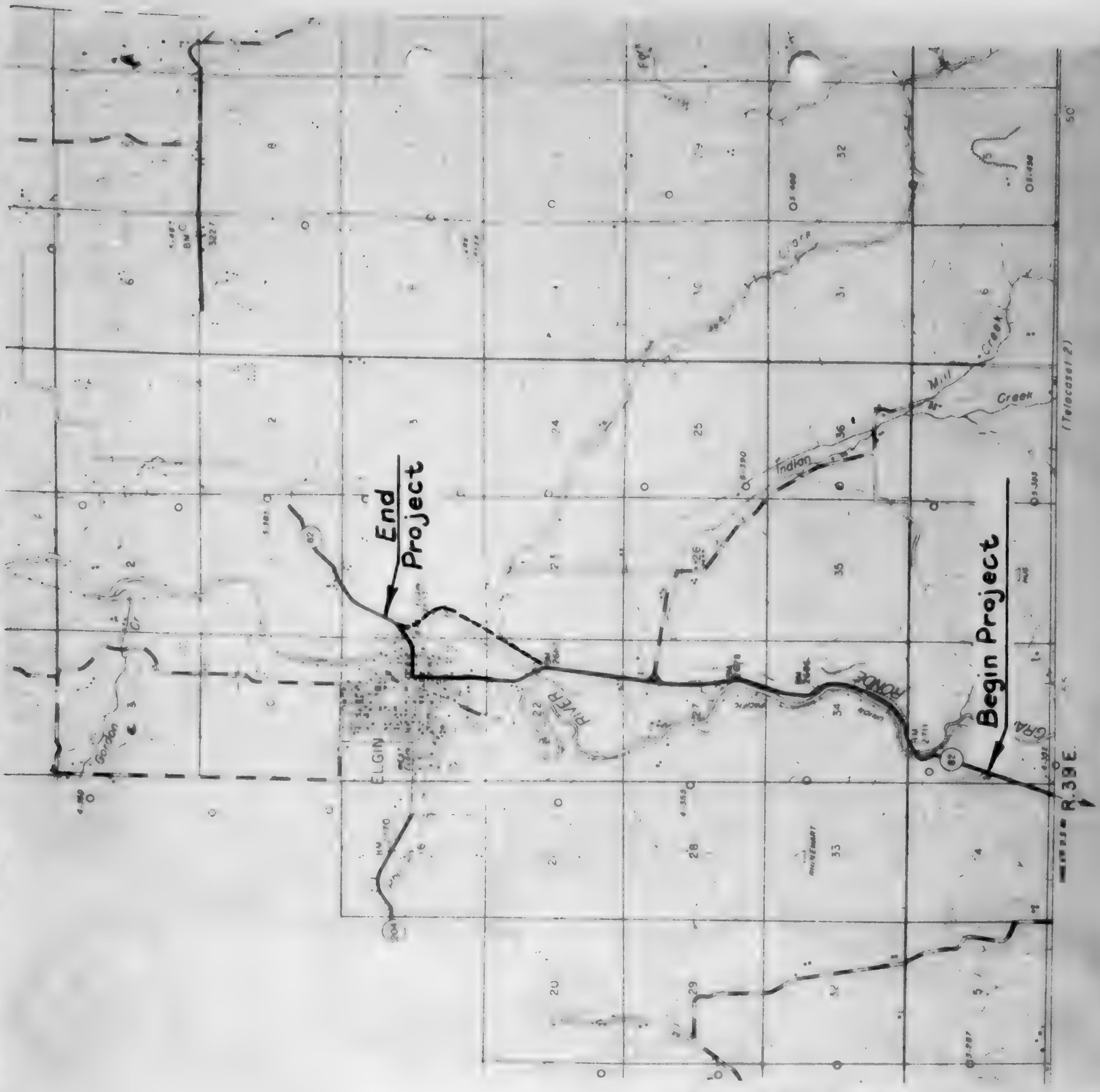
Attachment: Remove and destroy attachment to original prospectus and replace with attachment to this addendum.

February 3, 1960

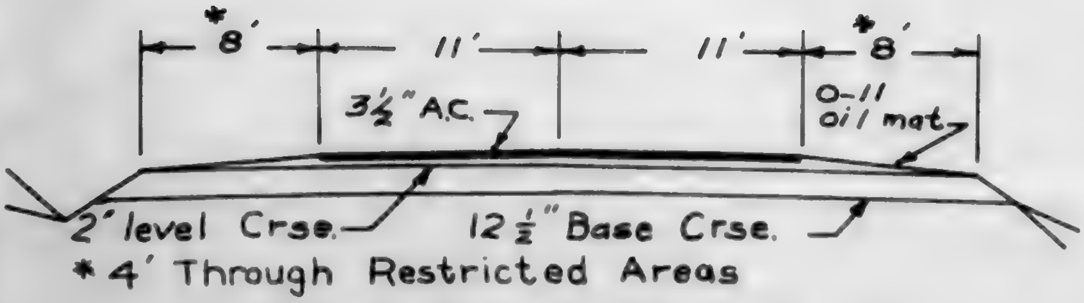
Attachment

cc W. C. Williams ✓
Forrest Cooper
G. S. Paxson
Tom Edwards
A. F. Parson (3)
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
W. T. Wright
R. L. Porter
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance

RECEIVED
FEB - 9 1960
OFFICE OF
STATE HIGHWAY ENGINEER


End Project
Begin Project
ELGIN
RIVER
RONDE
GRA.
Indian
Mill
Creek
Creek
Gordon
Cr
(Telocaset 2)
R.39 E
82
204
2
3
24
25
36
35
34
33
32
31
30
28
29
27
22
21
20
9
8
10
5

Rhinehart Overcrossing - Elgin
Sketch Map
Wallowa Lake Hwy.
Union Co.
Addendum "A" 2-1-60


*8'
11'
11'
*8'
3½" A.C.
0-11
oil mat.
2' level Crse.
12½" Base Crse.

* 4' Through Restricted Areas

TYPICAL SECTION

RECEIVED
FEB - 2 1960
FOR FILING
7-4-60
5428

Salem, Oregon
February 2, 1960

Advance Right of Way Prefix

Mr. W. T. Wright
Right of Way Engineer
OFFICE

The following prefix is assigned in advance of BPR authorization to begin acquisition of rights of way:

Prefix 31-2504 The Rhinehart-Elgin
Section of the Wallowa Lake Highway in
Union County. Station 825 to Station
977 as set out on map 8B-16-17.

The taking of deeds and filing of condemnation suits should not begin until Bureau approval is received.

R. L. Porter
Office Engineer

JAH:sm

RECEIVED
JAN 2 3 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

1-80(5)
5828

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 20, 1960

Mr. Jonel C. Hill
Public Utility Commissioner
Public Service Building
Salem, Oregon

Re: Pux 355 - Second Rhinehart C-Xing
Wallowa Lake Hwy. - O.W.R. & N Co.
Union County

Dear Sir:

Herewith I hand you four copies of petition of the State Highway Commission in the above titled matter.

Two of the copies are for service upon Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company, Lessee, and one copy is for service upon Union County.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

cc: G. S. Paxson - with petition
Ivan Merchant - " "
Tom Edwards - " "
A. F. Parson - " "

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

Pux 355

BEFORE THE PUBLIC UTILITIES COMMISSIONER OF OREGON

IN THE Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an overcrossing structure over the tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, on the Wallowa Lake Highway, known as the second RHINEHART OVERCROSSING PROJECT, in the Northwest quarter of the Southeast quarter (NW¼ SE¼) of Section 27, Township 1 North, Range 39 East, W.M., in Union County, Oregon.	**PETITION** NO.________

The petitioner herein respectfully represents:

I

That the name and address of your petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem Oregon.

II

That this petition is made under the authority of ORS Title 31.

III

That the petitioner proposes the construction of a revised location of the Wallowa Lake Highway between Rhinehart and Elgin, and that in connection therewith it will be necessary to construct an overcrossing structure over the tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, at a point approximately 1.6 miles southwesterly from Elgin. The said structure is shown on Drawings 15451 and 15553, attached hereto and by this reference made a part hereof.

IV

That the construction of the proposed overcrossing structure is necessary and proper for the service and convenience of the public, and that the construction of a crossing at grade is impracticable and would be hazardous to traffic on both the railroad and highway.

V.

That the average daily traffic on the highway is estimated at 1200 vehicles, which traffic will be subject to normal annual increases, and the number of train movements at said location is approximately 2 movements per day.

VI.

That the grade on the proposed structure is a descending grade of 2.88% from the southwest to the northeast, and is an ascending grading of 2.88% from the northeast to the southwest.

VII.

That the petitioner proposes that the construction and maintenance of the project and the cost thereof be borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structure, including highway approaches, and make reimbursement to railroad companies for proper and necessary engineering, inspection, watchman and flagman services to protect railroad operations during the period of the construction of the proposed overcrossing structure.

(b) Finance the construction of the said project, without participation therein from funds of Railroad Companies, from State and Federal highway funds, including reimbursement to Railroad Companies for necessary expenditures incurred in connection therewith under the accounting practices contained in PPM 30-3, issued by the Public Road Administration, under date of August 15, 1955, and amendments and supplements thereto, and in accordance with the items controlled by PPM 21-10, issued by the Public Road Administration under date of October 3, 1958

(c) Maintain the said overcrossing structure with its appurtenances and approaches after completion of the project.

THINGS TO BE DONE BY RAILROAD COMPANIES:

(a) Subject to reimbursement as hereinabove stated, furnish such engineering, inspection, watchman and flagman services as may be necessary to protect railroad operations during the period of the construction of the project.

(b) Subject to reimbursement as hereinabove stated move and reinstate such existing right of way fences as necessarily must be removed for the project.

(c) Subject to reimbursement as hereinabove stated, remove and replace existing signal and communication lines to protect the same during construction.

(d) At their own cost and expense maintain the railroad line with its appurtenances and facilities after construction.

VIII.

That it is not anticipated that there will be any impairment of vertical or horizontal clearance on the railroad during the construction in violation of Public Utility Commissioner Order No. 33700.

IX.

That the proposed construction is in the Northwest quarter of the Southeast quarter (NW¼ SE¼) of Section 27, Township 1 North, Range 39 East, W.M., in Union County.

WHEREFORE, petitioner prays for an order authorizing such construction and allocation of costs in accordance herewith; and for such other or further order or orders that may be proper.

Dated at Salem, Oregon, this ____ day of January, 1960.

STATE OF OREGON, by and through its
State Highway Commission

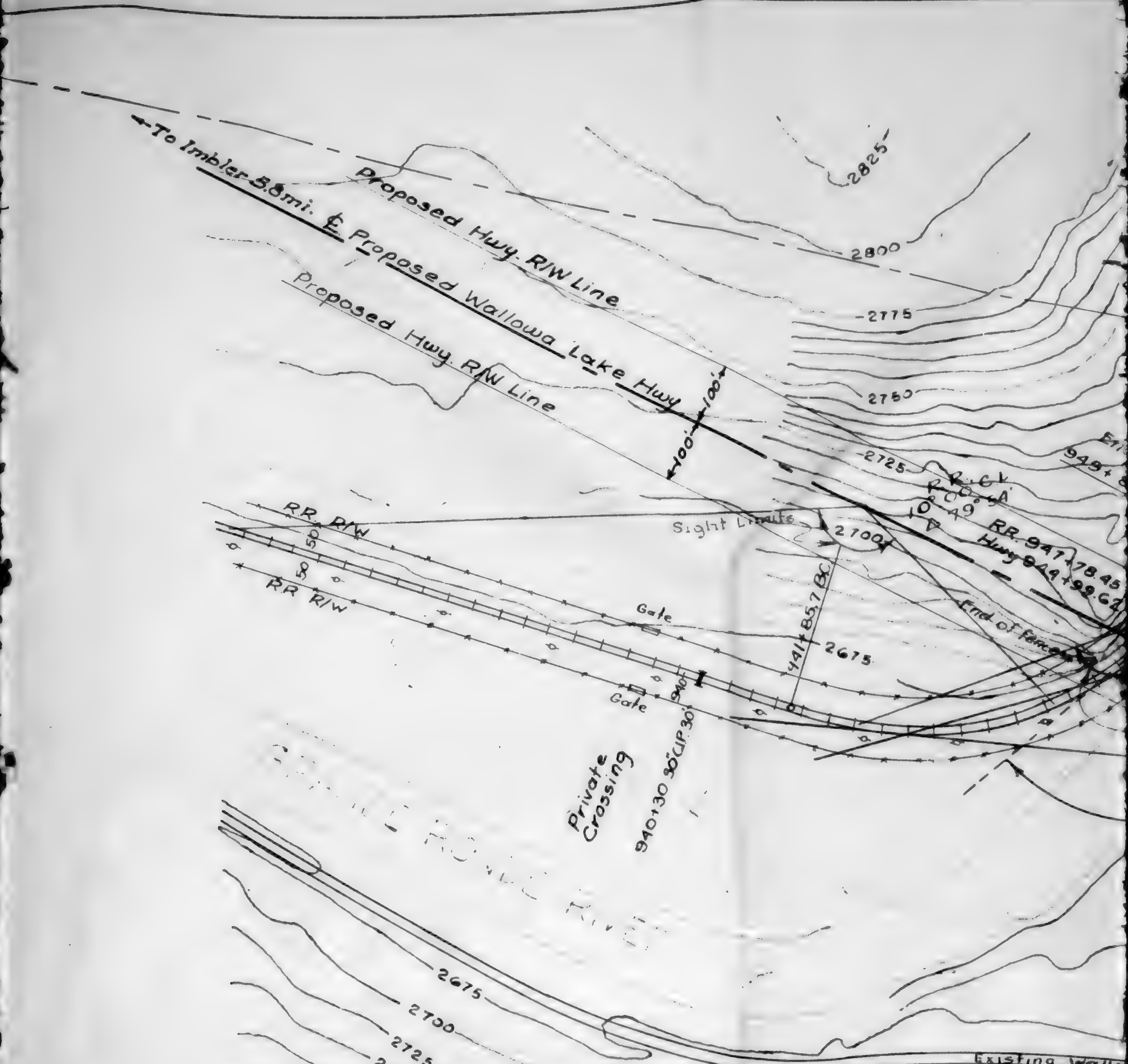
L. I. LINDAS

Assistant Attorney General and Chief
Counsel for the State Highway Commission

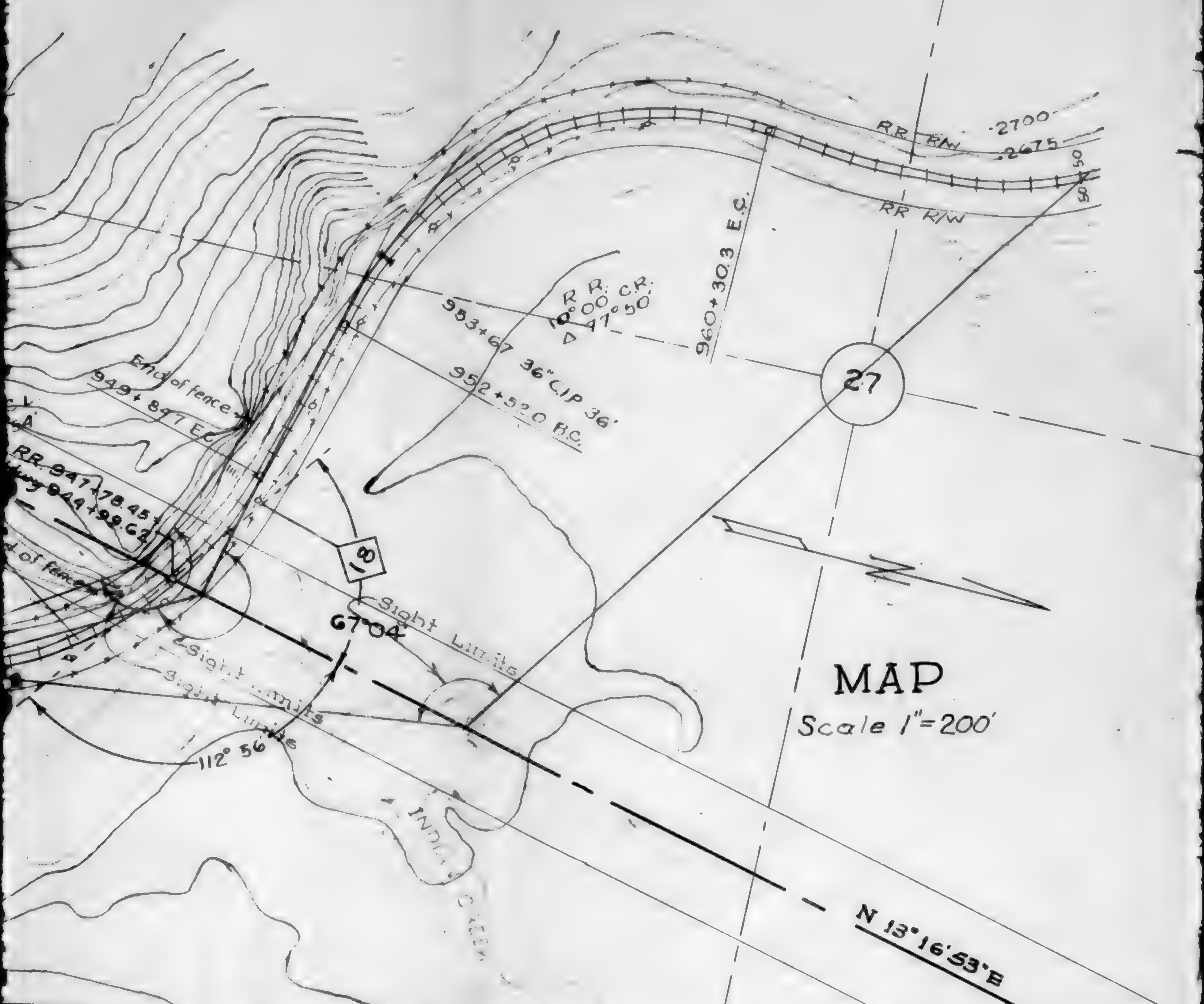
By______________________________
J. W. DeSouza-Assistant Counsel for
the State Highway Commission

		BY	DATE
FINAL SURVEY	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

62


←To Imbler 5.8 mi. ℄ Proposed Wallowa Lake Hwy
Proposed Hwy. R/W Line
Proposed Hwy. R/W Line
100'
100'
2825
2800
2775
2750
2725
2700
2675
R.C.V.
P.C. 0° 5A'
10° 49'
RR. 947+78.45
Hwy 944+99.62
949+
End of fence
Sight Limits
441+85.7 BC
RR. R/W
RR. R/W
50
50
Gate
Gate
940
Private Crossing
940+30 30' U.P. 30'
GRANDE RONDE RIVER
2675
2700
2725
2750
2775
2800
Existing Wallo

T1N R39E Sec. 27


RR R/W
2700
2675
RR R/W
50
50
960+30.3 E.C.
R.R.
10°00' C.R.
Δ 47°50'
953+67 36" C.I.P. 36'
952+52.0 B.C.
End of fence
949+89.7 E.C.
RR 947+78.45
Hwy 944+99.62
End of fence
27
18
67°04'
Sight Limits
Sight Limits
Sight Limits
112° 56'
Indian Creek
N 13°16'53"E
To Elg
Existing Wallowa Lake Highway
2675
2675
2675
2675

MAP

Scale 1"=200'

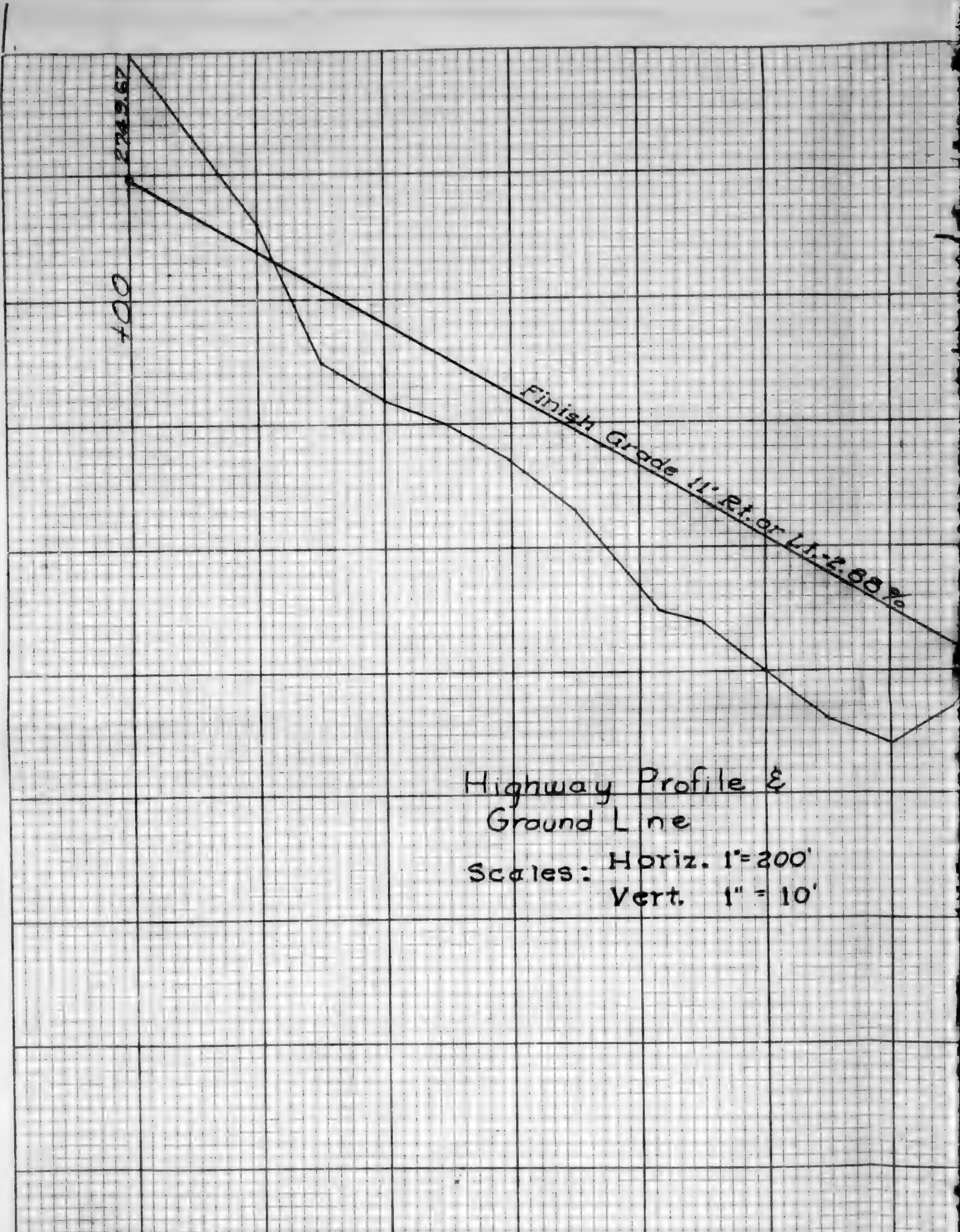
U.P. RAILROAD & G
RONDE RIVER OV

FED. ROAD Div. No.	STATE	PRO NUM
8	OREGON	

50
50
To Elgin 1.6 mi →

U.P. RAILROAD & GRANDE RONDE RIVER OVER'XING				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			*See Index*

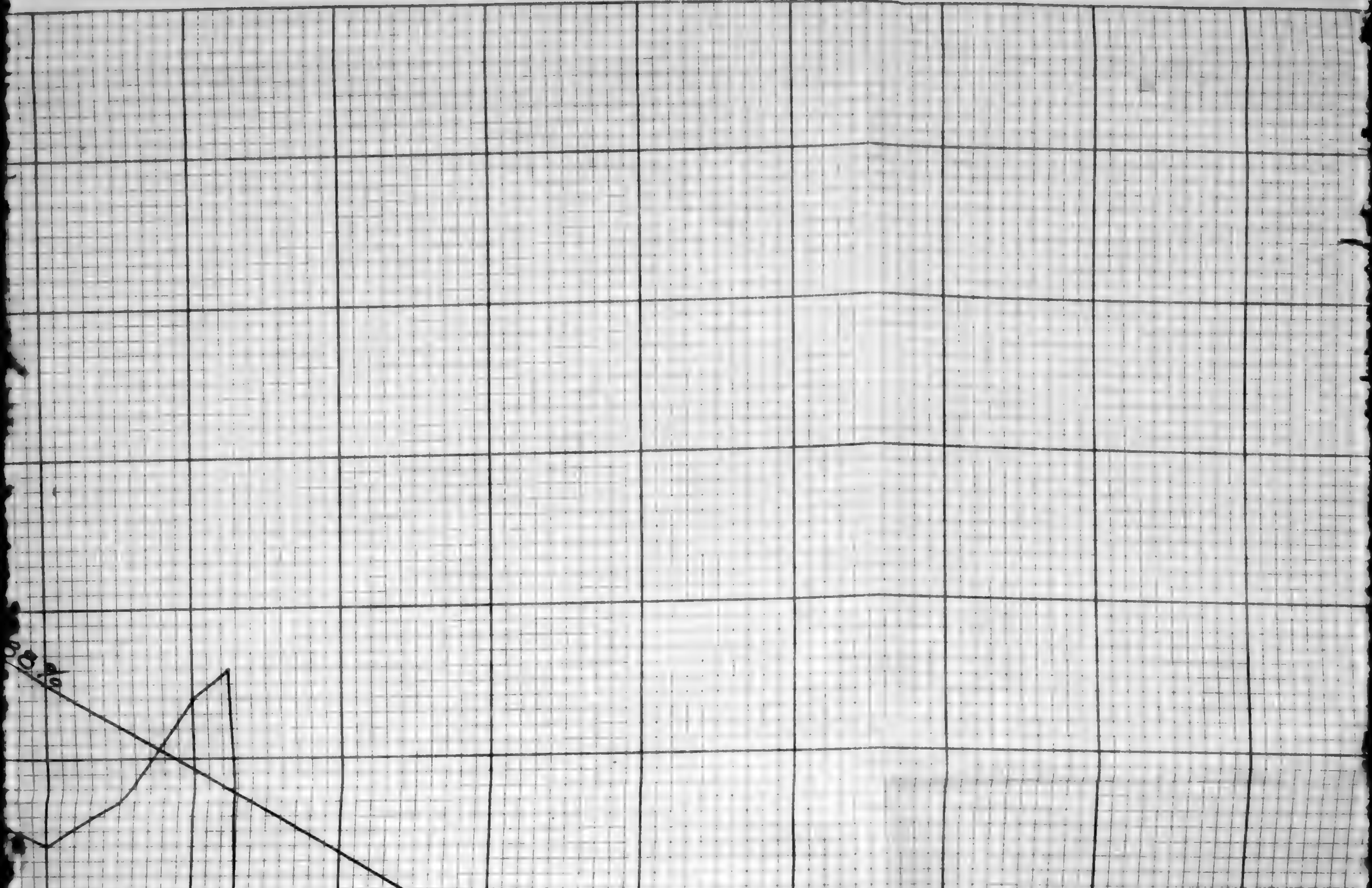
ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

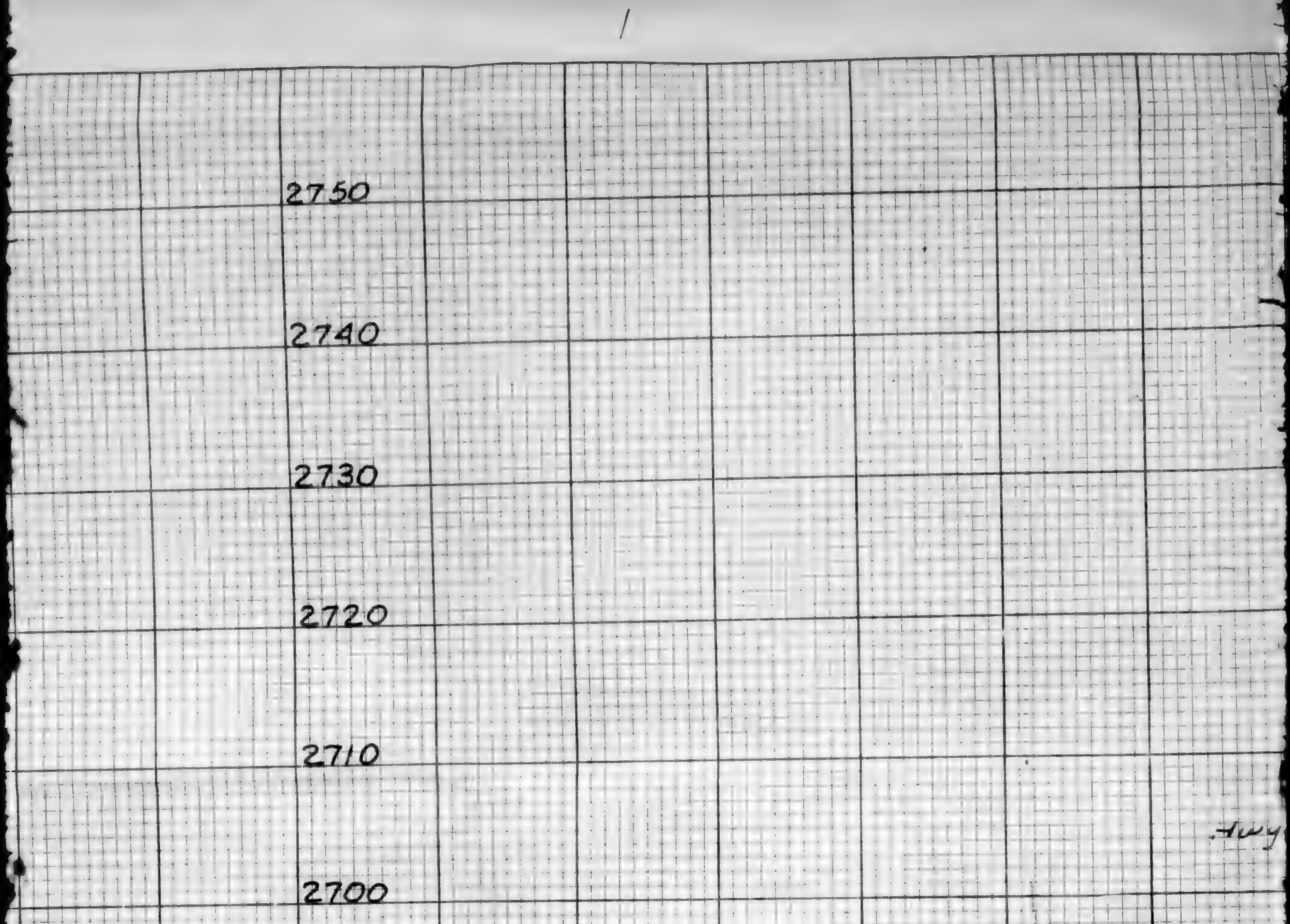


Highway Profile & Ground Line

Scales: Horiz. 1"=200'
Vert. 1" = 10'

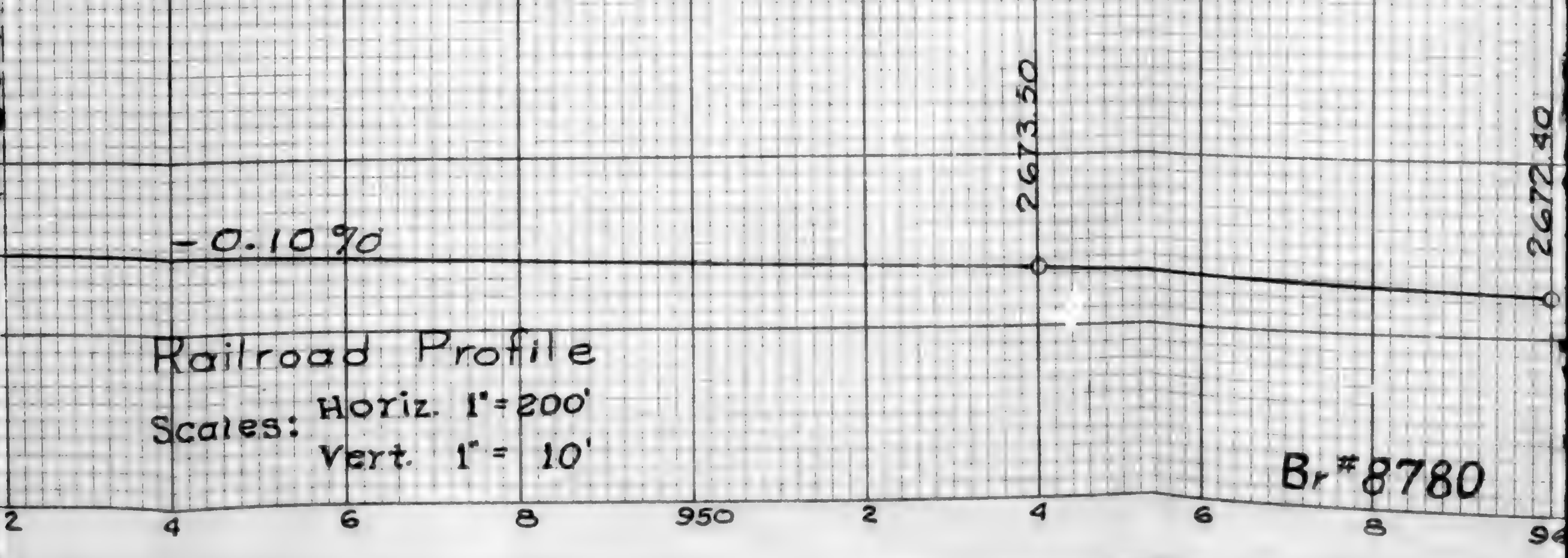
K+E IMPERIAL 10309


58%
Elev. top of rail
2674.47
800' V.C.
+40- El. 2673.68
2
4
8
950
2
4
6
8
9


/
2750
2740
2730
2720
2710
2700
2690
2680
2670
2660
2676.30
2675.10
Hwy
8
960
2
2
4
6
8
940
2

OREGON STATE HIGHWAY DEPT.
P.U.C. MAP & PROFILE

Rhinehart Overcrossing - Elgin Sect.
Wallowa Lake Highway
2 Mi. South of Elgin
Union County
Nov. 1959 L.V. Blickenstaff Res. Engr.

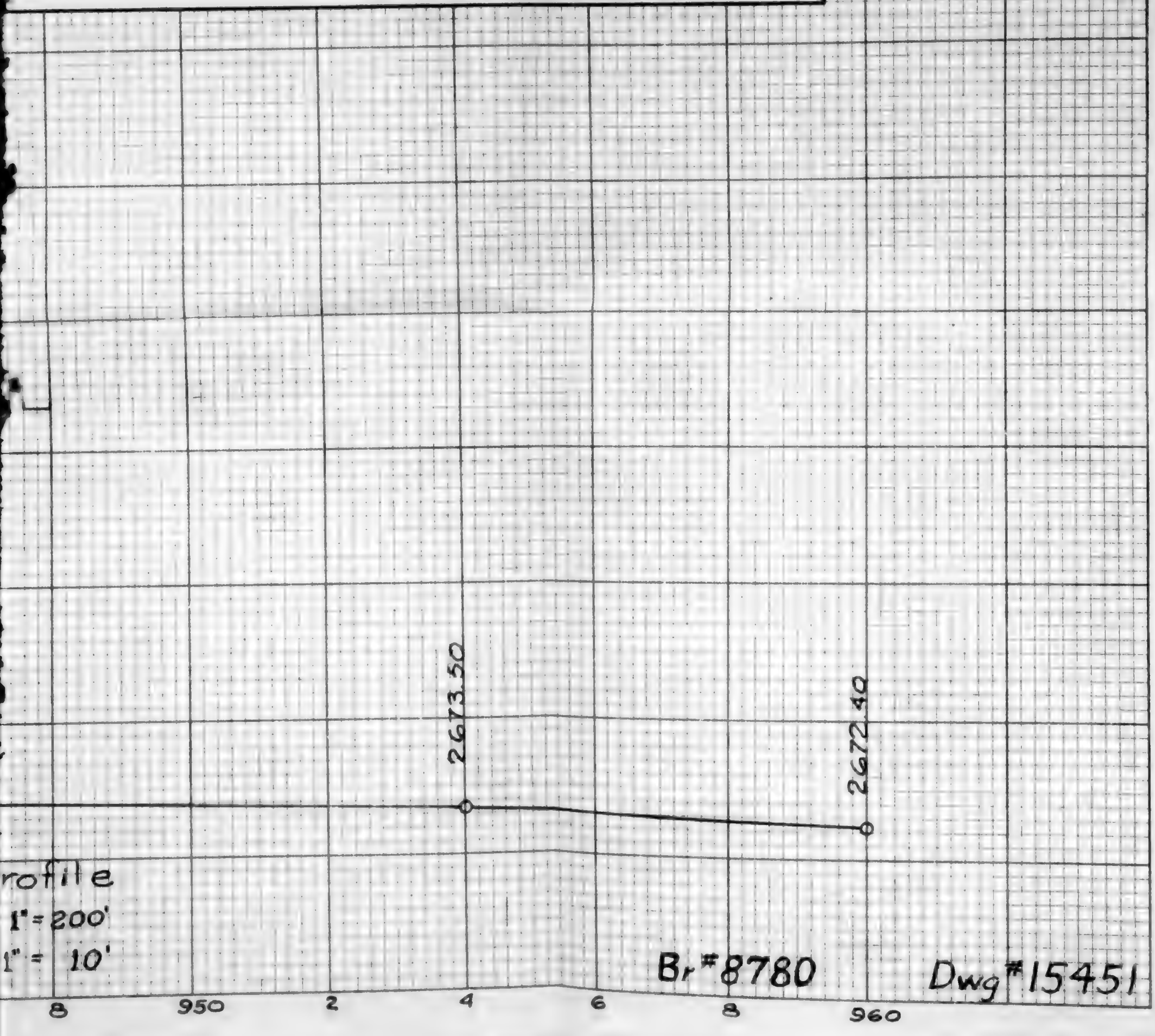

Hwy Finish Grade
Elev. 2703.26
-0.10%
2673.50
2672.40
2
4
6
8
950
2
4
6
8
96

Railroad Profile

Scales: Horiz. 1" = 200'
Vert. 1" = 10'

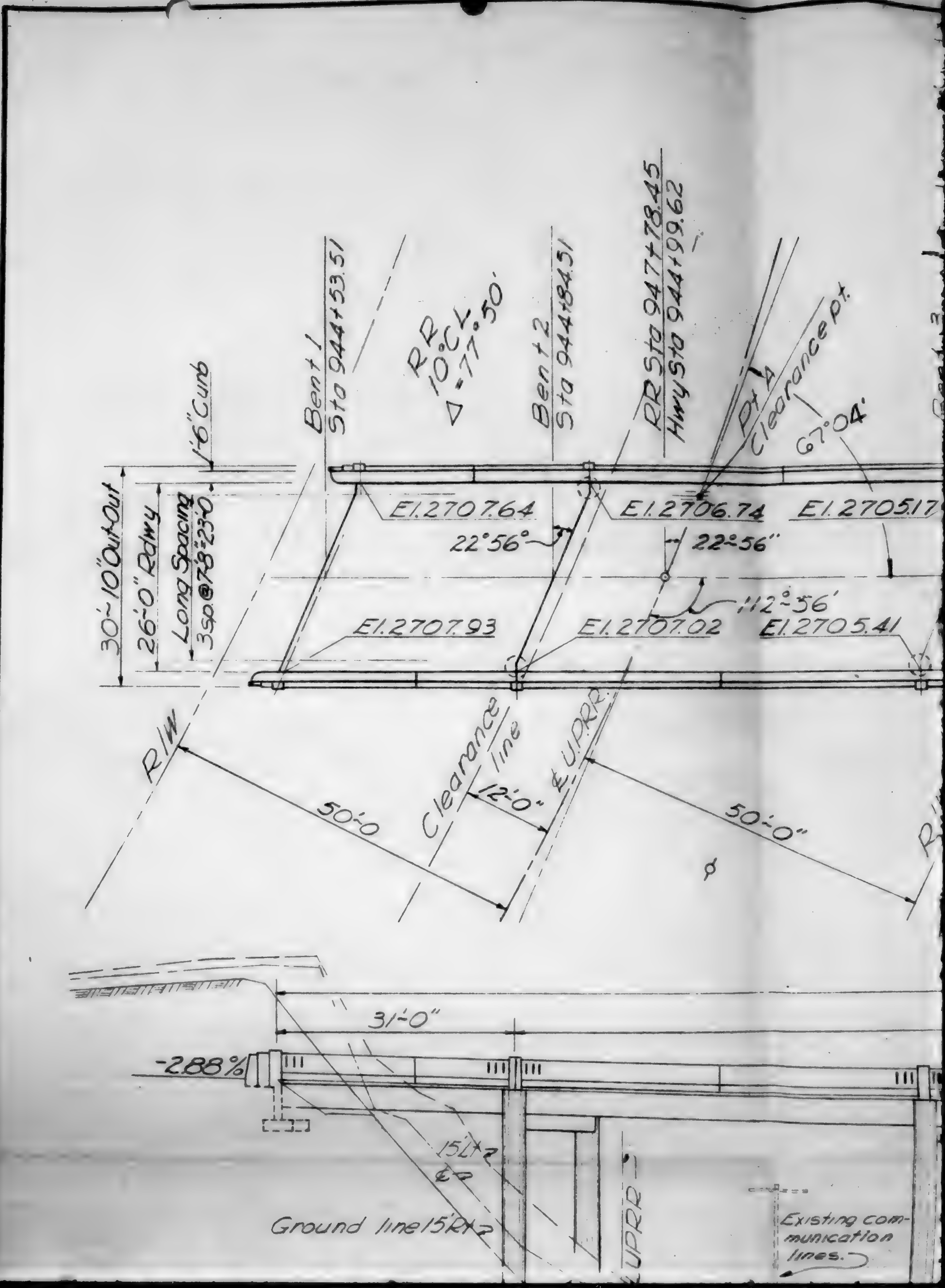
Br #8780

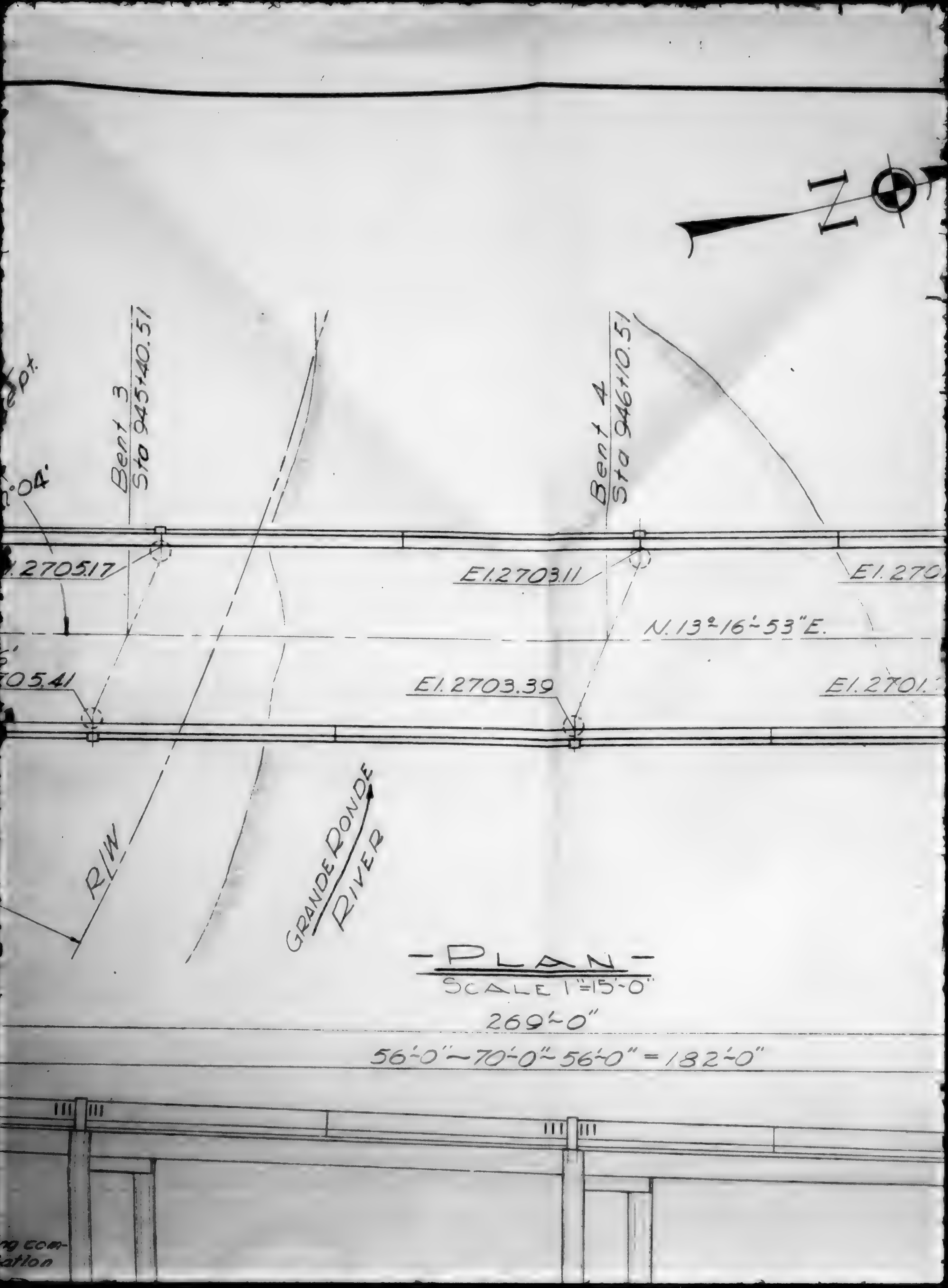
OREGON STATE HIGHWAY DEPT.
P.U.C. MAP & PROFILE
Rhinehart Overcrossing - Elgin Sect.
Wallowa Lake Highway
2 Mi. South of Elgin
Union County
Nov. 1959 L.V. Blickenstaff Res. Engr.

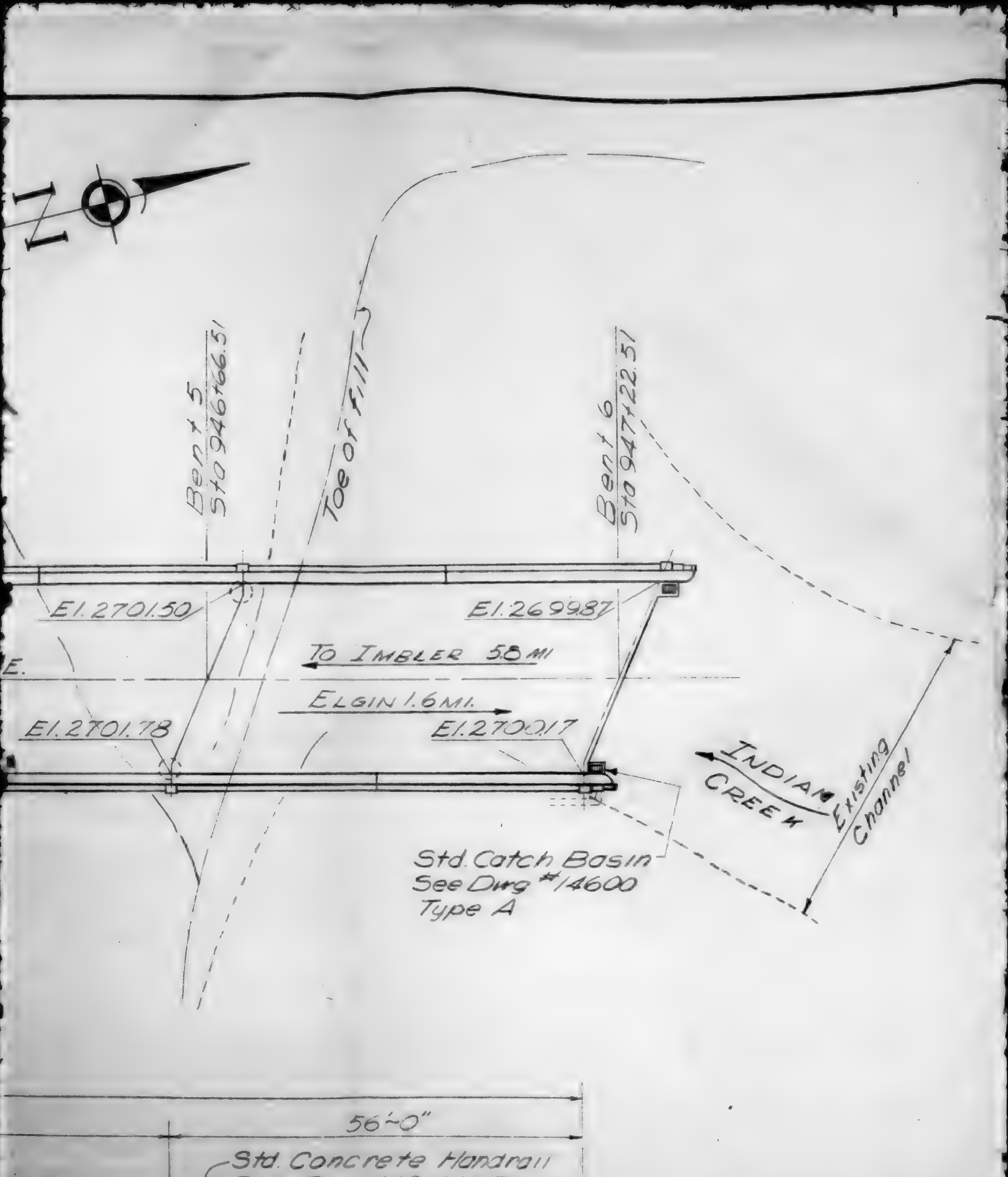

2673.50
2672.40
rofile
1" = 200'
1" = 10'
8
950
2
4
6
8
960

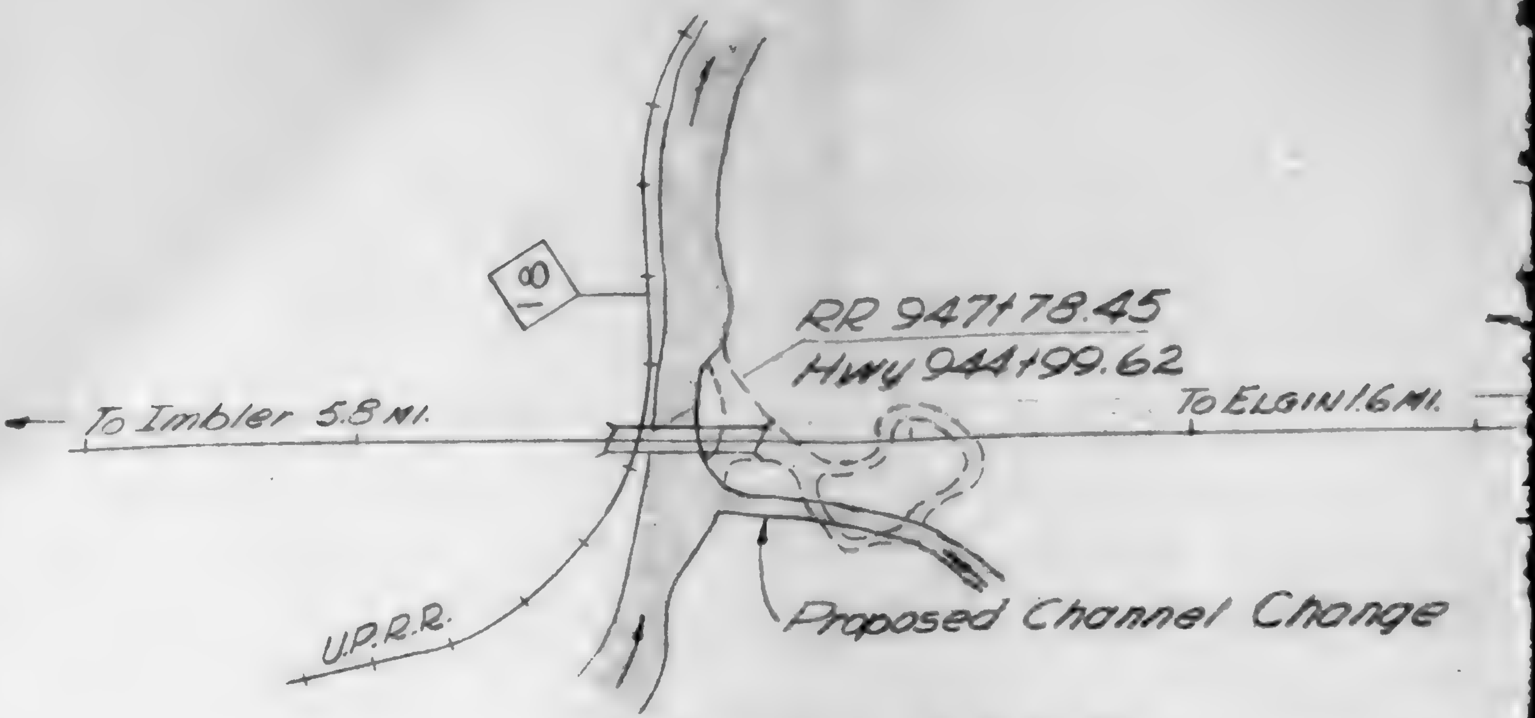
Br# 8780

Dwg# 15451


Bent 1
Sta 944+53.51
RR
10°CL
Δ=77°50'
Bent 2
Sta 944+84.51
RR Sta 947+78.45
Hwy Sta 944+99.62
Pt Δ
Clearance Pt.
67°04'
1'-6" Curb
30'-10" Out-Out
26'-0" Rdwy
Long Spacing
3sp.@7'8"=23'0
El. 2707.64
El. 2706.74
El. 2705.17
22°56'
22°56"
112°56'
El. 2707.93
El. 2707.02
El. 2705.41
R/W
Clearance line
℄ U.P.R.R.
12'-0"
50'-0
50'-0"
R
31'-0"
-2.88%
15Lt ℄
Ground line 15'Rt ℄
℄ UPRR
Existing communication lines.

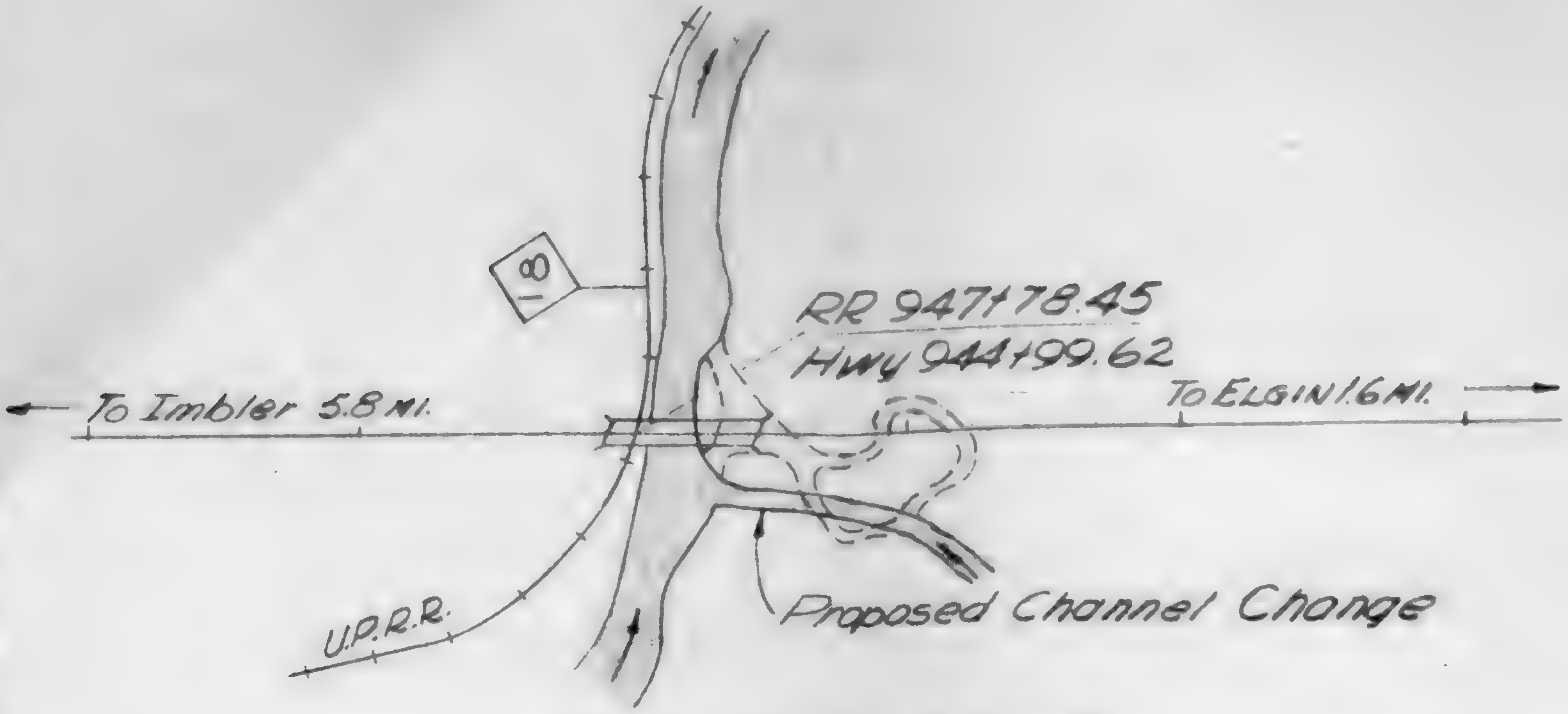

N
pt.
°04'
Bent 3
Sta 945+40.51
Bent 4
Sta 946+10.51
.2705.17
El.2703.11
El.270
N.13°16'53"E.
'
05.41
El.2703.39
El.2701.
R/W
GRANDE RONDE
RIVER
-PLAN-
SCALE 1"=15'-0"
269'-0"
56'-0"-70'-0"-56'-0" = 182'-0"
ng com-
ation


N
Bent 5
Sta 946+66.51
Toe of Fill
Bent 6
Sta 947+22.51
El. 2701.50
El. 2699.87
To Imbler 5.8 Mi
E.
Elgin 1.6 Mi.
El. 2701.78
El. 2700.17
Indian Creek
Existing Channel
Std. Catch Basin
See Dwg #14600
Type A
56'-0"
Std. Concrete Handrail
See Dwg. No 14656
Normal

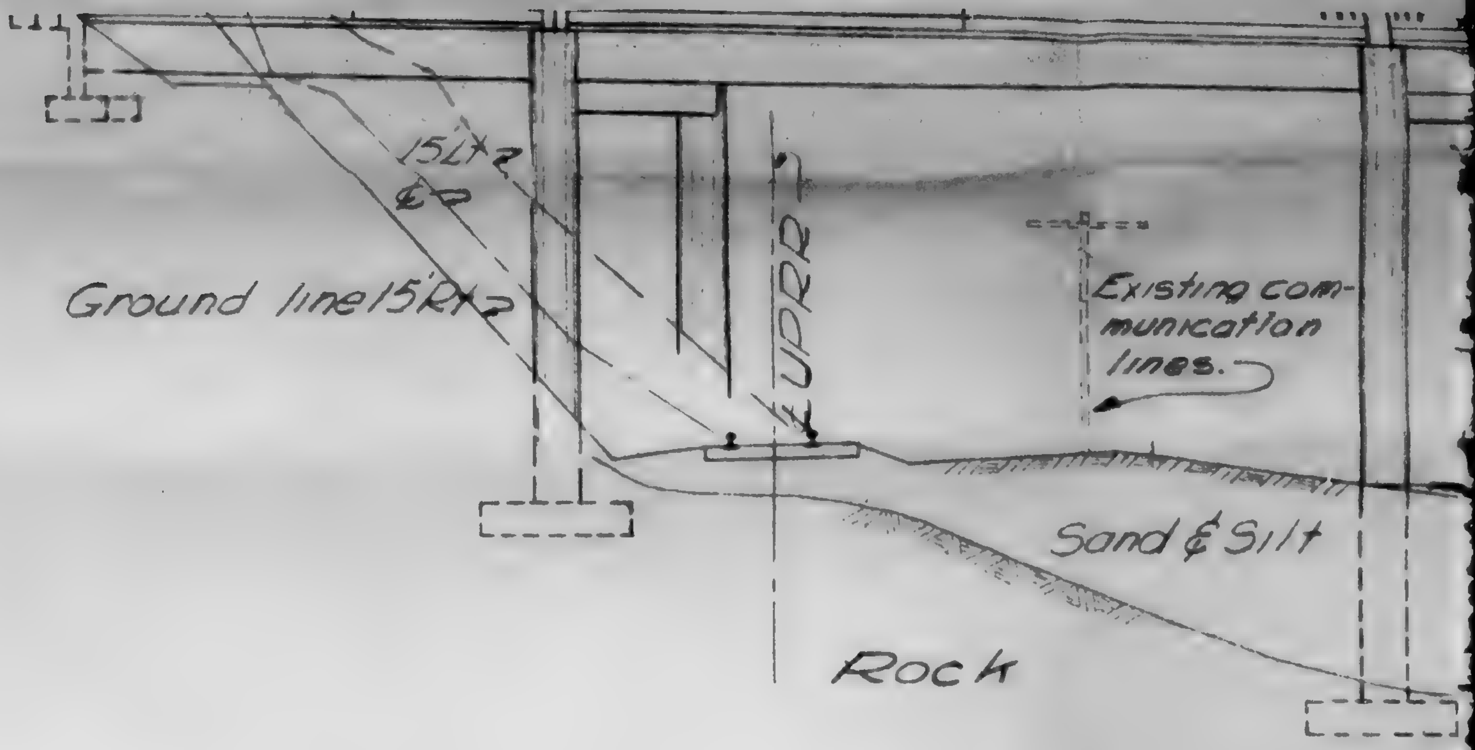

18
RR 947+78.45
Hwy 944+99.62
To Imbler 5.8 MI.
To ELGIN 1.6 MI.
U.P.R.R.
Proposed Channel Change

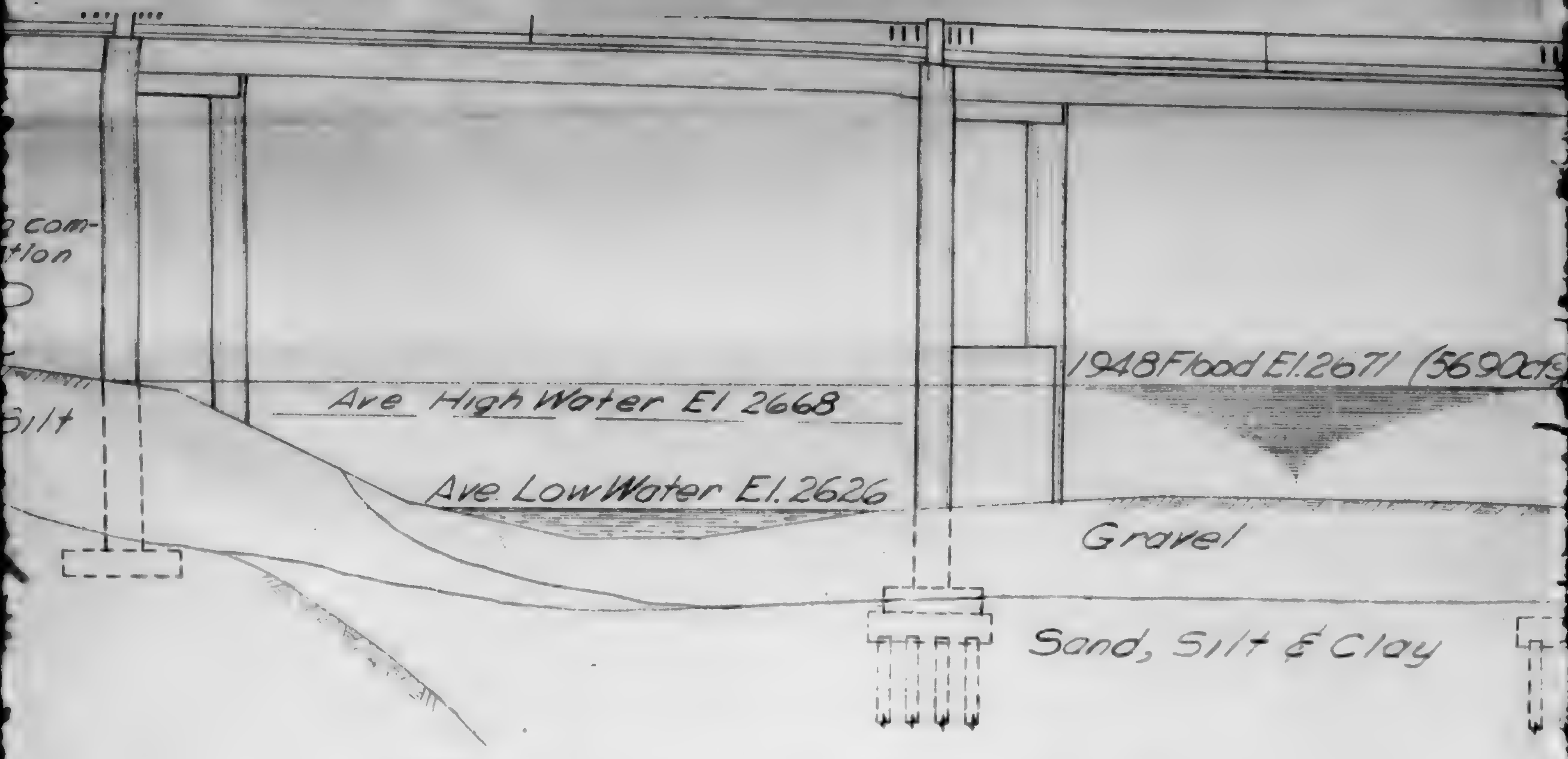
VICINITY MAP

SCALE 1"=400'


18
RR 947+78.45
Hwy 944+99.62
To Imbler 5.8 MI.
To ELGIN 1.6 MI.
U.P.R.R.
Proposed Channel Change

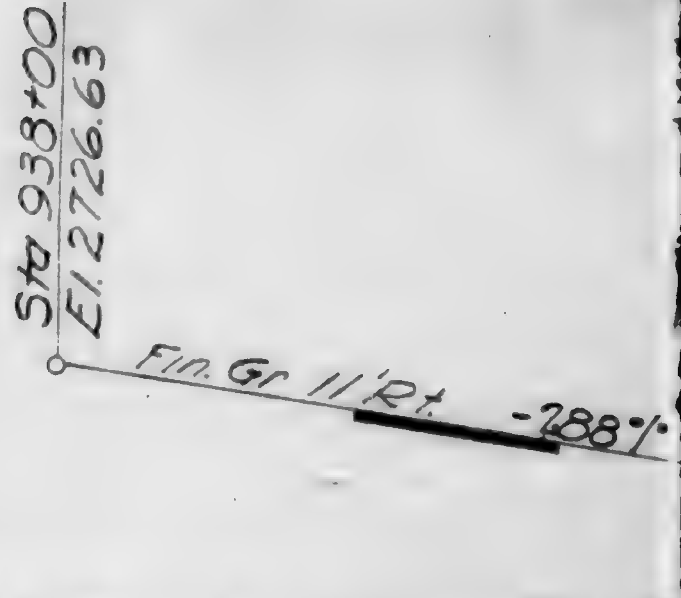
VICINITY MAP
SCALE 1"=400'


15'Lt ℄
℄
Ground line 15'Rt ℄
℄ UPRR
Existing communication lines.
Sand & Silt
Rock


o com-
tion
Silt
Ave High Water El 2668
Ave. Low Water El. 2626
1948 Flood El. 2671 (5690cfs
Gravel
Sand, Silt & Clay

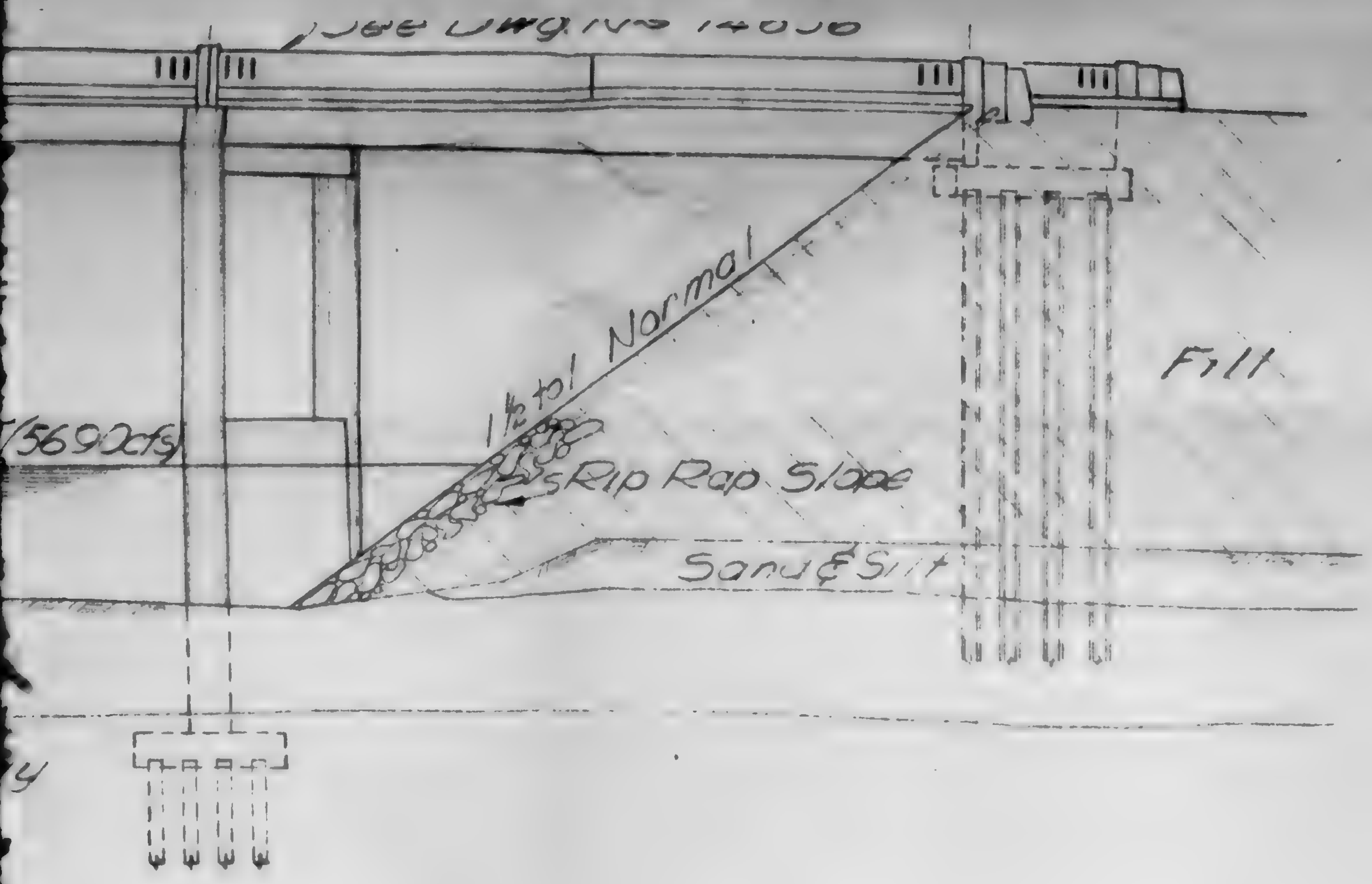
-ELEVATION-

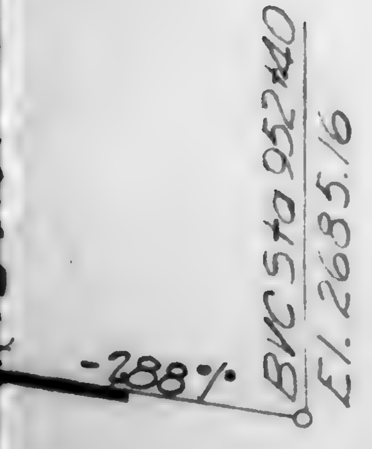
SCALE 1"=15'-0"


Sta. 938+00
El. 2726.63
Fin. Gr. 11' Rt.
-.288%

-GRADE LINE DIA

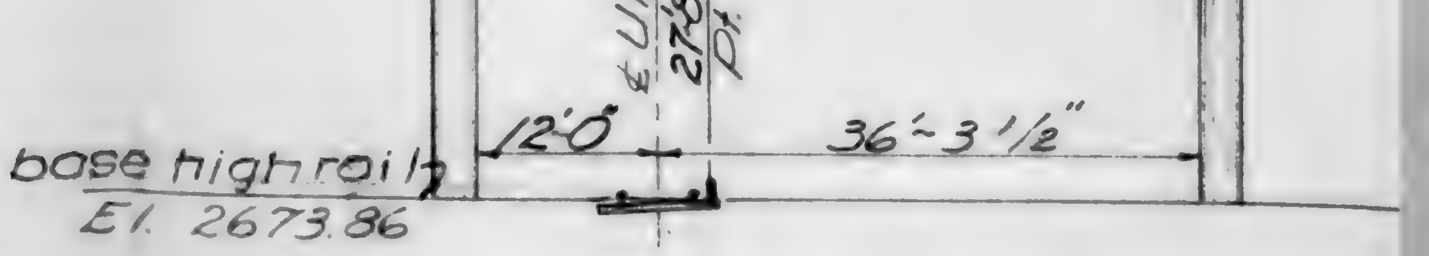
NO SCALE


See Dwg No 14056
1½ to 1 Normal
Fill
(5690 cfs)
Rip Rap Slope
Sand & Silt
y


-.288%
BVC Sta 952+40
El. 2685.16

DIAGRAM

LE


Top of deck
4'-6"
Bottom of beam
8'-6"R
℄ UPRR
27'-8 7/8"
Pt. A
12'-0"
36'-3 1/2"
base high rail
El. 2673.86

CLEARANCE DIAGRAM

SCALE 1"=15'-0"

APPROVED:

Ivan D. Merchant
BRIDGE ENGINEER

ASS'T. STATE HIGHWAY ENGINEER

STATE HIGHWAY ENGINEER

DESIGNED
DRAWN LLH.
CHECKED
CALC. BOOK

OREGON STATE HIGHWAY DEPARTME
BRIDGE DIVISION

RHINEHART BRIDGE
OVER UPRR & GRANDE RONDE RIVE
RHINEHART ~ ELGIN SECT
WALLOWA LAKE HWY. UNION C

PLAN & ELEVATION

DATE JAN. 11, 1959 BRIDGE NO. 8780
ACCOMPANIED BY DWGS.

SHEET 1 OF
DRAWING NO. 15553

P. 8780

D:

r D Merchant
NGINEER

ATE HIGHWAY ENGINEER

GHWAY ENGINEER

D
UH.

CHECKED
CALC. BOOK

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

RHINEHART BRIDGE
OVER UPRR & GRANDE RONDE RIVER
RHINEHART ~ ELGIN SECTION
WALLOWA LAKE HWY. UNION CO.

PLAN & ELEVATION

DATE JAN. 11, 1959 BRIDGE NO. 8780
ACCOMPANIED BY DWGS.

SHEET 1 OF
DRAWING NO. 15553

P. 8780~B

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MAY 21 1959
FOR FILING

7-11/[illegible]

5824

May 20, 1959

1263

Soil Conservation District
Union County
Union, Oregon

Attention: Mr. Oscar Howell

Gentlemen:

Reference is made to your letter of April 28 pertaining to the relocation of Highway 72, Wallowa Lake Highway, between Rinehart and Elgin.

A study of this relocation is now under way. Our present information and studies indicate that the route chosen will not be in the existing canyon, thus creating the question of restriction of the channel moot.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Forrest Cooper
Mr. Tom Edwards

TE:jw ae

FIRST UNION COUNTY
Soil Conservation District
UNION, OREGON

April 28, 1959

PLEASE RETURN TO
FORREST COOPER

REFERRED TO
Cooper

Mr. W. C. Williams, State Highway Engineer
State Highway Commission
Salem
Oregon

Dear Mr. Williams:

We have recently heard that plans are being made to reconstruct Highway 82 from Rhinehart to Elgin. Our District Board has authorized me to write you concerning this reconstruction. We are certainly interested in getting good roads in our area. We are also most concerned with obtaining flood control in our valley that often inundates 20,000 acres. Your resident engineer, C. D. Cannon, assures us that if the road is kept in the canyon, the work will in no way increase the bottleneck of the river at this location.

Without knowing exact details of the proposed relocation, we are greatly concerned that if the road were reconstructed in its present location, it would preclude, at least within reasonable costs, ever improving the river channel through this section, which we hope to have done in years to come.

The point is that we do not have any other place to go to with the river, while the road can be moved. We seriously ask: Is there room for the railroad, improved channel and enlarged highway in this narrow gorge?

We feel it important that when reconstruction of a road in such a location becomes necessary that the local people should be well informed of the facts.

Reply

Very truly yours,

Oscar Howell
Chairman
Oscar Howell

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OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

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[illegible]

May 12, 1959

Honorable Donald McKinnis
State Representative
Summerville, Oregon

Dear Mr. McKinnis:

The matter of relocation of the Wallowa Lake Highway between Hinehart and Elgin, which you discussed with Mr. Ralph Sipprell, has been investigated.

Our Division Engineer at LaGrande, Mr. A. F. Parson, has contacted Mr. Oscar Howell of Imbler to determine the nature of his concern. It had been our previous understanding that the channel through Hinehart Canyon was critical in drainage plans for the Grande Ronde Valley and that no restriction should be placed on the present waterway. We had intended to honor this point; however, our investigation reveals that the best route for reconstruction is probably on the bench westerly of the channel and not through the canyon proper.

We appreciate your interest in the matter and are happy to advise you that the problem will apparently solve itself.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Oscar Howell, Chairman
First Union County Soil Conservation District
Union, Oregon

Mr. Forrest Cooper
Mr. Tom Edwards
Mr. A. F. Parson
Sipprell

TE:jw ae

FORM E-30 50M 11-58 15890

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 4, 1959

SUBJECT: Rinehart-Elgin Section
Wallowa Lake Highway

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Attached find correspondence concerning the Rinehart-Elgin relocation.

Mr. Parson's contact with Mr. Howell of Imbler bears out my previous understanding; namely, that the Soil Conservation Service was concerned that any restriction of the channel through Rinehart Canyon would be detrimental to their plans in the Grande Ronde Valley. The new location precludes any possibility of interference.

I attach a rough draft of a letter to State Representative McKinnis.

Tom Edwards
Tom Edwards
Construction Engineer

TE:jw

Attach.

[illegible] 1959
OFFICE OF
[illegible] ENGINEER

FORM E-30X—87,500—8-56—96658

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
May 1, 1959

Wallowa Lake Highway

SUBJECT:

To: Mr. Tom Edwards
Construction Engineer
Salem

Pursuant to your request of April 21st regarding the subject highway.

We have contacted Mr. Howell of Imbler who was concerned with the new location provided that it followed the present route through the Rinehart Canyon. Mr. Howell was advised that the proposed relocation would be on the other side of the river and that no material would be put in the river. This seemed to satisfy their fears.

A. F. Parson
Division Engineer

AFP:gb

CONSTRUCTION DIVISION
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MAY 4 1959
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FIRST UNION COUNTY
Soil Conservation District
UNION, OREGON

April 28, 1959

Mr. W. C. Williams, State Highway Engineer
State Highway Commission
Salem
Oregon

Dear Mr. Williams:

We have recently heard that plans are being made to reconstruct Highway 82 from Rhinehart to Elgin. Our District Board has authorized me to write you concerning this reconstruction. We are certainly interested in getting good roads in our area. We are also most concerned with obtaining flood control in our valley that often inundates 20,000 acres. Your resident engineer, C. D. Cannon, assures us that if the road is kept in the canyon, the work will in no way increase the bottleneck of the river at this location.

Without knowing exact details of the proposed relocation, we are greatly concerned that if the road were reconstructed in its present location, it would preclude, at least within reasonable costs, ever improving the river channel through this section, which we hope to have done in years to come.

The point is that we do not have any other place to go to with the river, while the road can be moved. We seriously ask: Is there room for the railroad, improved channel and enlarged highway in this narrow gorge?

We feel it important that when reconstruction of a road in such a location becomes necessary that the local people should be well informed of the facts.

Very truly yours,

Oscar Howell
Chairman

Salem, Oregon
April 20, 1959

Wallowa Lake Highway

Mr. Tom Edwards
Construction Engineer
OFFICE

State Representative Donald McKinnis of Summerville was discussing a proposed rerouting of the Wallowa Lake Highway between Rinehart and Elgin with Mr. Sipprell.

Mr. McKinnis stated that he had heard that some of our plans in that area might conflict with some irrigation or drainage work being considered by the Soil Conservation Service. This is all the information that I have.

Mr. McKinnis suggested that we contact Oscar W. Howell of Imbler, who is a director or has some connection with the district that is proposing the work. Please contact Mr. Howell before completion of your projection to be sure that there is no conflict which cannot be resolved.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams
Mr. R. B. Sipprell

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FORM E-30X

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
April 21, 1959

SUBJECT: Wallowa Lake Highway

To: Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

Please find attached a copy of a letter from Mr. Cooper concerning the Rinehart-Elgin project. Please contact Mr. Howell of Imbler as indicated.

I am of the impression that this refers to the same matter previously discussed concerning any restriction of the channel of the Grande Ronde River. It is my belief that the route now proposed will not be objectionable to the Soil Conservation Service. Please advise me.

Tom Edwards
Construction Engineer

TE:jw

Attach.

cc Forrest Cooper
R. B. Sipprell

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APR 21 1959
OFFICE OF
STATE HIGHWAY ENGINEER

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1-30-59

NOTED
W. C. WILLIAMS

LOCATION PROSPECTUS
RHINEHART OVERCROSSING-ELGIN SECTION
WALLOWA LAKE HIGHWAY
UNION COUNTY

The following prospectus is submitted regarding the above mentioned section. The southerly terminus of the project is at M.P. 15.90, which point is about 0.6 mile northerly of Rhinehart Depot. The northerly terminus is at M.P. 20.78, which point is about 0.1 mile northerly of the north city limits of Elgin. The overall length of the project is 4.88 miles.

This will be a location survey for the purpose of preparing plans and estimates for realigning and reconstructing the existing facility. The town of Elgin will be traversed by this project.

The general route will approximate the existing highway. Reconnaissance was run in 1958 by V. D. Wolfe. Routine soils investigation will be conducted. There are no special drainage problems. An economic analysis is not needed at this time.

The present (1957) ADT is 1,200 and the projected (1975) ADT is 2,000. This will be a Class "B-60" highway, the maximum grade and curvature of which is five per cent and six degrees respectively. The typical section will consist of two 11-foot running lanes with 8-foot shoulders, except in restricted areas where a 4-foot shoulder will be used. The first four feet of shoulder will receive an 0-11 oil mat surface. Tentative base design by G. L. Decker is:

A.C. Base and Wear	3½"
3/4"-0 Level Course	2 "
Coarse Crushed Base	12½"
Total	18 "

(Base design subject to revision upon completion of soils investigation.)

Deviation from the standards set forth for this class of highway, in Section 19 of the Oregon State Highway Department Technical Bulletin No. 19, Revised, is not anticipated except for those portions of the facility where 4-foot shoulders are required by terrain restrictions.

This will be a limited access facility. No interchanges are contemplated. There will be one separated crossing of the Union Pacific Railroad. The number of bridges to be constructed will be determined by the final location.

Materials are available from local commercial and State-owned sources.

Agreements with the city of Elgin and the county will be necessary concerning any abandoned portions of the existing facility.

There are no state parks affected by the project.

January 30, 1959

Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
A. F. Parson (3)
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
W. T. Wright
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance

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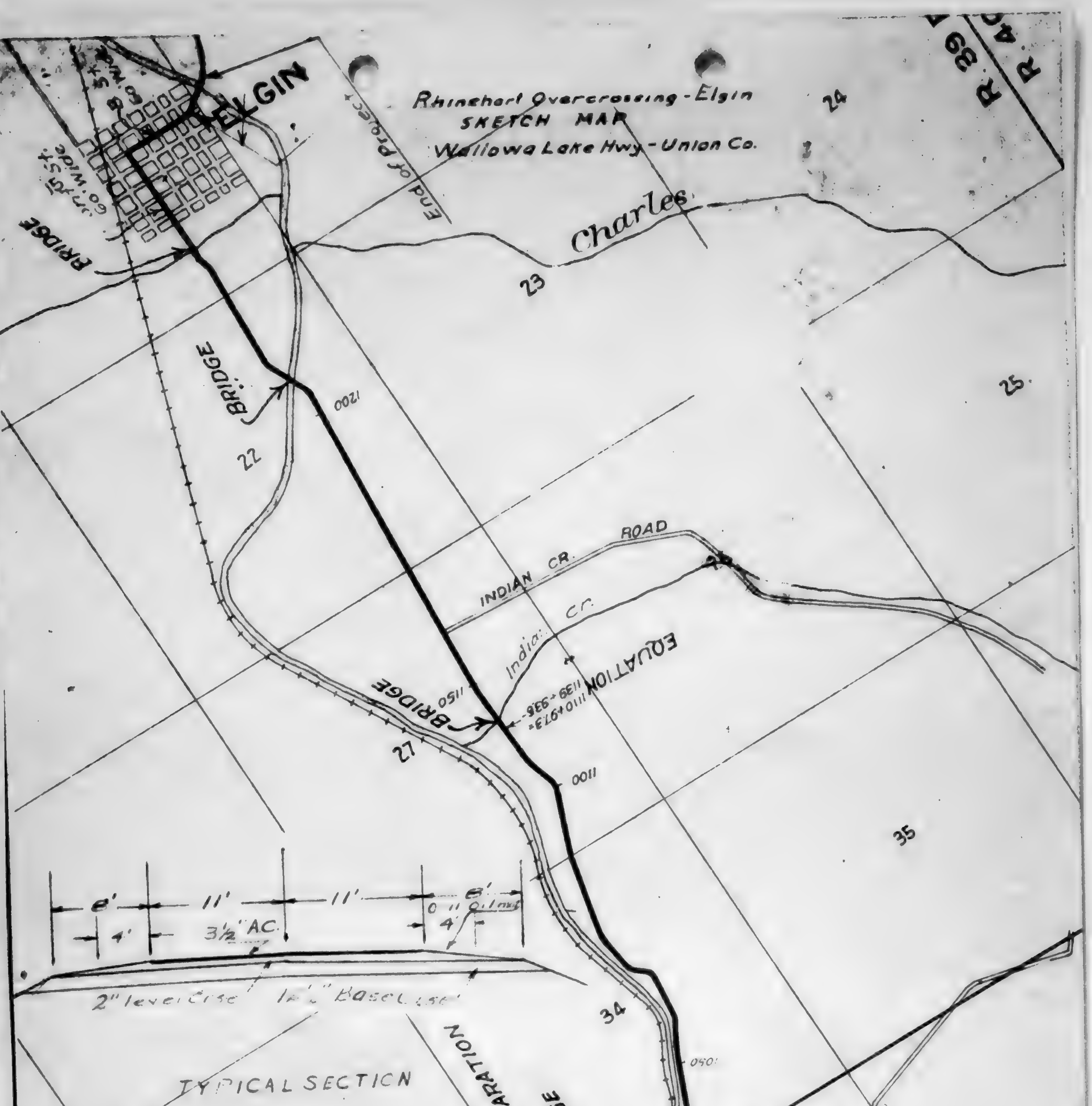
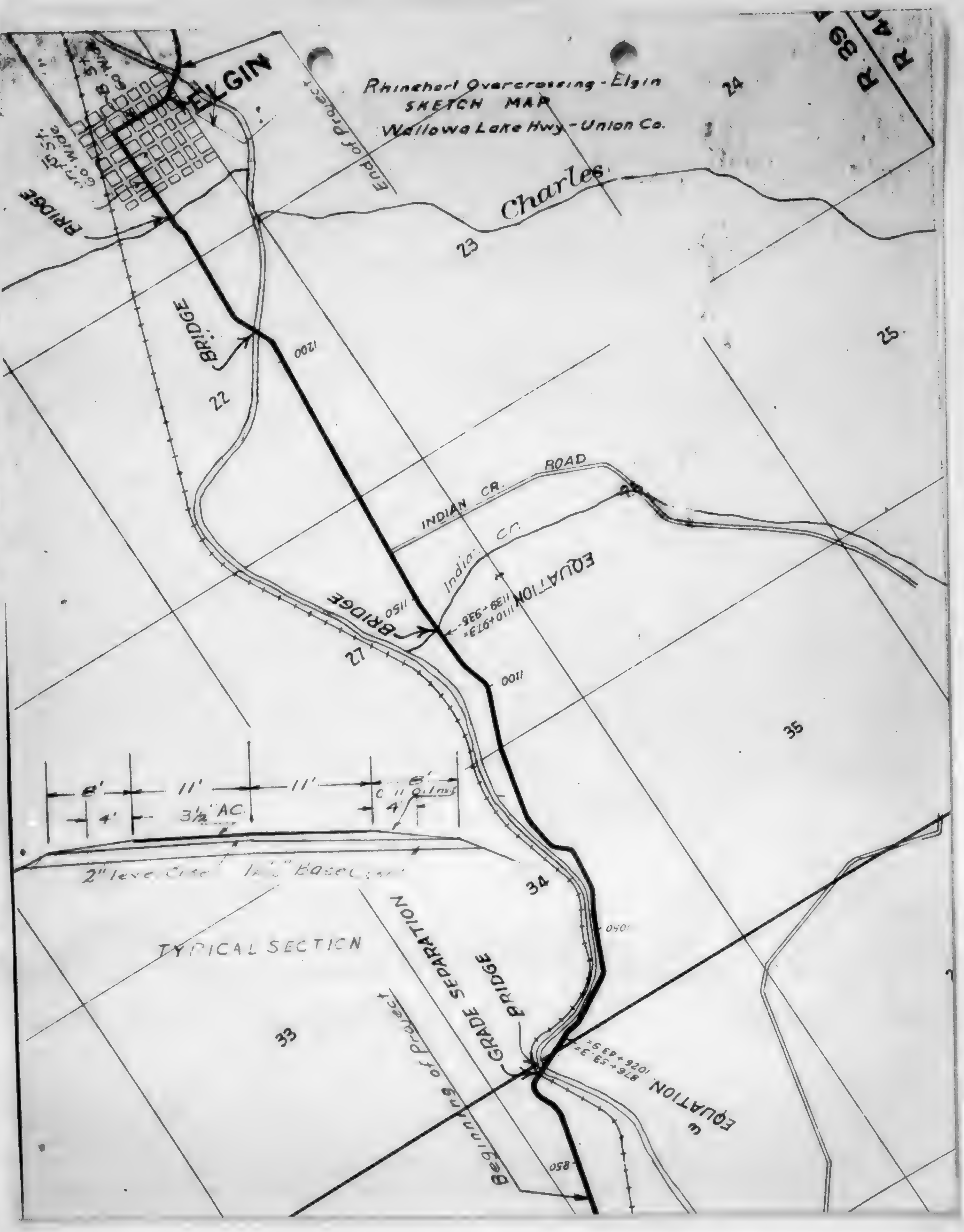
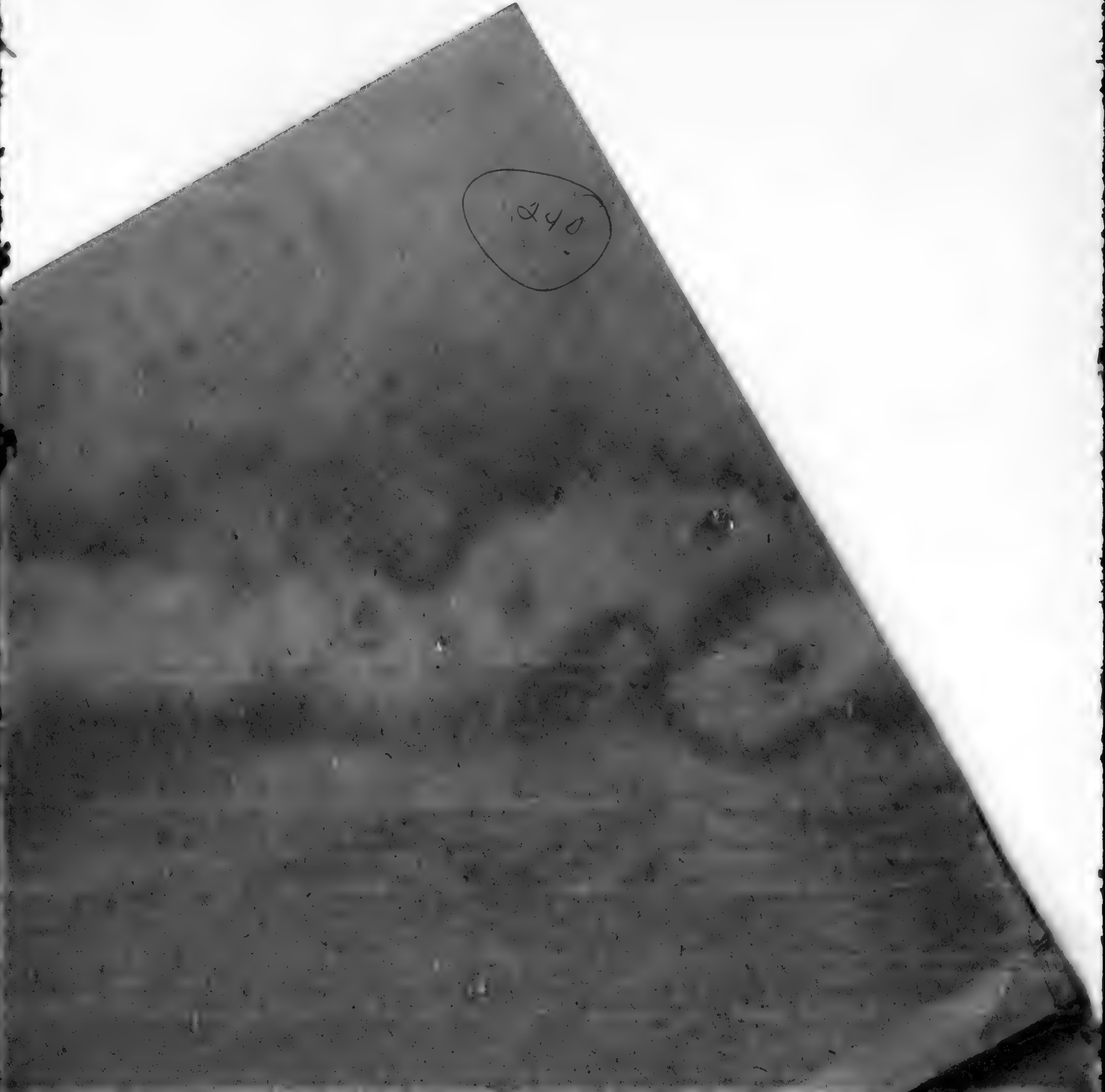
FEB - 4 1959
OFFICE OF
STATE HIGHWAY ENGINEER


Rhinehart Overcrossing - Elgin
SKETCH MAP
Wallowa Lake Hwy - Union Co.
ELGIN
15 St.
60' wide
5 St.
80' wide
BRIDGE
End of Project
24
R. 39 E
R. 40 E
Charles
23
25
BRIDGE
22
1200
INDIAN CR. ROAD
Indian Cr.
EQUATION
1139+93.6=
1110+97.3=
1150
BRIDGE
27
1100
35
8'
11'
11'
8'
4'
3½" AC.
4'
2" level Crse
1½" Base Crse
TYPICAL SECTION
34
1050
GRADE SEPARATION
BRIDGE
Beginning of Project
33
EQUATION
876+53.3=
1026+43.9=
3
850


Rhinehart Overcrossing - Elgin
SKETCH MAP
Wallowa Lake Hwy - Union Co.
ELGIN
End of Project
BRIDGE
60' wide
Charles
R. 39
R. 40
24
23
25
22
27
35
34
33
BRIDGE
1200
1150
1100
1050
850
INDIAN CR. ROAD
Indian Cr.
BRIDGE
EQUATION
1139+93.6=
1110+97.3=
8'
11'
11'
8'
4'
3½" AC.
4'
Oil mat
2" leve. Base
1½" Base Course
TYPICAL SECTION
GRADE SEPARATION
BRIDGE
Beginning of Project
EQUATION
876+53.3=
1026+43.9=

I-80N-2 Mult. Co. Line-E. Cascade Locks 1961
(20)39 Sec., Col. R. Hwy. Grad. pav.
#5829 struct. & signing. Folder # 2


240

STATE OF OREGON **INTEROFFICE MEMO**

TO: MEMO TO THE FILES **DATE:** January 6, 1981

Lyle K. Watson

FROM: Lyle K. Watson
Final Design Supervisor

SUBJECT: West Cascade Locks Interchange
Multnomah County Line-E. Cascade Locks
Columbia River Highway
Hood River County

NOTED
E. S. HUNTER

A review of the contract plans was made as to construction and the standards current at the time of contracting on this section.

In December 1960, a grading, paving, structure, and signing project, Contract No. 5829, File No. 7V-19, was contracted. Plan Sheet No. 5, "Revised As Constructed" shows the guardrail installation on the eastbound lanes at the West Cascade Locks Interchange.

The "Guard Rail and Median Barrier", Drawing No. 2094, of the standard drawings dated May 1958, revised 2-1-60, was the standard drawing included in this contract.

In June 1967, a paving project, Contract No. 7029, File No. 9V-214, was contracted. On Sheet 2B a construction table "Salvage and Reinstall Guard Rail (Add Blocks)" shows the guardrail revisions by stations in this area. The standard drawing "Guardrail" No. 2094, dated November 1964, Rev. 11-1-66, was the standard drawing included in this contract. The "Revised As Constructed" plans, File No. 9V-214, had Plan Sheets 3 through 5 added to indicate the work completed under this contract.

In September 1974, a grading, paving, guardrail, and concrete barrier project, Contract No. 7952, File No. 11V-163, titled Multnomah Falls-John Day River Section was contracted. The Multnomah County Line-E. Cascade Locks Section was a no work area and not included in Contract No. 7952.

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TECHNICAL SERVICE

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REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Ret	File

LKW:ab
cc: E. S. Hunter
E. L. Hardt

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DEC 19 1966
FOR FILING

5829

December 16, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Multnomah County Line-East
Cascade Locks Section
Columbia River Highway
Hood River County
Project No. I-80N-2(20)39

Dear Sir:

Surfacing depths for the subject-named project were designed in December of 1958 under standards existing at that time. The design called for the following on the running lanes:

4 inches of Asphaltic Concrete
2 inches of 3/4-0 level course
14 inches of crushed base rock

Uniform distribution over the subgrade of material from a basalt cut near the center of the project was anticipated. Two inches of A.C. paving were called for as a final lift on the shoulders.

A four-inch depth of A.C. over varying depths of base rock was considered very conservative at this time pending results of traffic usage. Satisfactory service in many instances had been obtained with a cheaper initial cost. If inadequacies developed, the long-standing practice in utilizing ABC funds was to then provide an overlay with or without Federal-aid participation.

The subject project was awarded in December of 1960, and completed in November of 1962. The lack of strength at the surface afforded by four-inch or less depths of asphaltic surfacing under heavy traffic had become increasingly apparent by the end of 1959. Fatigue failures were general. With the need for more strength at the surface recognized, all plans from 1960 to 1964 called for a "future" overlay of generally one and one-half inches. The plans for the Multnomah

County Line-East Cascade Locks Section were so prepared. This short cut procedure was adopted in lieu of modification of our conservative individual design features. Approximately 105 four-lane miles of the Interstate System were constructed using this procedure.

Design procedures were eventually changed to provide for a minimum of three inches of plant mix bituminous base and three and one-half inches of asphaltic concrete to be placed immediately, plus a final two inches of asphaltic concrete to be placed later.

A Pavement Condition Survey (copy attached) was made on the subject-named project in April of 1966. At the time of survey, the pavement surface showed general distress. It was badly cracked and "alligatored" (see attached photos) with ruts to 5/8 inches in depth. Extensive maintenance has been required. An overlay is needed.

The tests on in-place base rock material show degradation in the form of excessive fines. The natural moisture content in the base rock is above optimum, apparently from surface water entering through the broken surface and held by excess fines.

The pavement condition survey data includes a report from G. A. White, Engineer of Materials and Research, on Asphaltic Concrete Tests from roadway samples removed in 1966 and deflection tests. This report tends to imply that failure might be entirely due to lack of material control and poor construction procedures. However, a review of job records shows substantial conformance to specifications during construction. As previously mentioned, deterioration of similar depths of asphaltic concrete had become increasingly apparent on many other projects where construction controls could not be questioned. It is believed the lack of surface strength in this instance was the major cause of surface failure.

Traffic analysis (copy attached) shows a 1975 traffic coefficient of 9.7, or an 18 kip S.A. per day count of 330.6. "R" values of existing subgrade range from 7 to 36. A value of 20 was selected as representative. An in-place depth of 16.2 inches has been determined for base rock.

Our current procedure for determining depth of overlay would give the existing asphalt a factor of 1.5 (75 percent of full credit) and the existing base rock a factor of 0.5 (50 percent of full credit). An overlay of five and one-half inches would be required.

Using AASHO design criteria gives the following:

Equivalent daily 18 kip S.A. loads - 330.6
"R" of 20 or S.S. of 4.3
Regional Factor - 2
Structural Number 4.3

Patch 0.44 x .2 = 0.088
A.C. — 4.00 x .33 (75% of 0.44) = 1.32
Rock - 16.2 x .07 (50% of 0.14) = 1.134
Existing Structural No. 2.54

$$\frac{4.3 - 2.54}{0.44} = 4 \text{ inches of A.C. deficiency}$$

Reconsideration of your previous view that the mere showing of a dotted line on the plans for a future one and one-half inch overlay cannot be construed as "true stage construction" is requested. We did not clearly understand the restrictions imposed by Federal Statutes on Interstate Funds Financing limiting participation only to "initial construction" until Mr. Emery Shaw of your Washington office visited us on April 1, 1964, after Instructional Memorandum 21-1-62 was issued on January 11, 1962. Due to the long-standing practice for ABC funds, it was difficult to see that there could be a difference by which our short cut procedure might be interpreted as being in any way illegal. Certainly, it was not our intent that the total thickness of our design should be considered as the ultimate design to be constructed initially. Results of the WASHO Road Test, our experience and the experience of others, had shown the need for more "muscle" in the upper portions of surfacing designs. Rather than revise design factors, we merely increased the A.C. thickness in order to accomplish what we thought was the same objective.

Though the previously mentioned four-inch overlay is a lesser amount than our current upgraded design calls for, we request Interstate participation for this amount on the through traffic lanes and shoulders of the Multnomah County Line-East Cascade Locks Section based on reconsideration of the stage construction classification for the project as well as your new policy to consider appropriate additional thickness for stage construction. Repairs of major failures of the pavement have, and will be made on a nonparticipating basis prior to placing the overlay.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
F. W. Yarbrough
O. A. White

GLD:sg srb

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 14, 1966

SUBJECT: Multnomah County Line-East
Cascade Locks Section
Columbia River Highway
Hood River County
Overlay

To: Mr. F.B. Klaboe
Assistant State Highway Engineer

BUILDING

Attached suggested rough draft of a letter to the Bureau of Public Roads requesting participation in a 4-inch overlay on the subject project.

F.D. Morgan
Construction Engineer

By G. L. Decker
G.L. Decker
Assistant Construction Engineer

GLD:sg

Attachment

Multnomah Co. Line - E. Cascade Locks
Columbia River Hwy (I - 80N)
Hood River Co.

														CLASSIFICATION		
Station	Hole No.	Depth	Top Size	P4	P10	P200	LL	PI	S BE	LAR	Air Deg	"R" Value	Natural Moisture	AASHO	Textural	
1977+00 8' Lt.	1-WB	0 - 4½"	A.C. Cracked, shows distress													
		4½" - 7½"	1½"	56.6	39.8	14.0	17	0	34.4	---	24.64 1.1	76	---	A-1-a	Si.Sa.Gr.	
		7½" - 18"	1½"	46.9	32.8	11.6	19	0	41.0	---	28.34 1.4	80	6.6	A-1-a	Si.Sa.Gr.	
		18" - 21"	2"	76.7	76.5	28.5	26	0	---	---	----	38	23.3	A-2-4	Gr.Si.Sa.	
		21" - 31"	3"	23.1	19.1	7.7	21	0	---	20.0	15.47 0.7	76	8.5	A-1-a	Si.Sa.Gr.	
1969+00 8' Lt.	8-EB	0 - 3 3/4"	A.C. Cracked, alligatored, rutted 5/8"± Compared to:													
		3 3/4" - 10"	1½"	47.7	34.5	13.2	18	0	44.8	---	29.49 1.5	76	7.3	A-1-a	Si.Sa.Gr.	Free Water at 24"
		10" - 26"	1"	47.9	33.0	12.4	20	2	39.7	---	21.37 0.8	75	---	A-1-a	Si.Sa.Gr.	
		26" - 30"	Lense of clayey sand - no test													
		30" - 46"	1½"	95.2	94.3	47.9	43	0	---	---	----	26	41.9	A-5(4)	Si.Sa.	
1954+00 8' Lt.	2-WB	0 - 5¼"	A.C. Cracked, rutted, patched Compared to:													
		5¼" - 7½"	1½"	47.7	34.5	13.2	18	0	44.8	---	29.49 1.5	76	7.3 See Note	A-1-a	Si.Sa.Gr.	Free Water at 15"
		7½" - 17½"	1½"	32.0	22.6	9.1	19	0	37.1	25.4	17.70 0.8	75	8.9	A-1-a	Si.Sa.Cr.	
		17½" - 36"	3"	45.1	38.5	20.4	31	2	---	25.4	16.24 1.0	30	14.4	A-1-b	Gr.Si.Sa.	

														CLASSIFICATION		
Station	Hole No.	Depth	Top Size	P4	P10	P200	LL	PI	SE	LAR	Air Deg	"R" Value	Natural Moisture	AASHO	Textural	
1907+00 3' Lt.	3-WB	0 - 4½"	A.C.	Broken, rutted, patched												
		4½" - 6½"	Compared to: 1½"	47.7	34.5	13.2	18	0	44.8	---	29.49 1.5	76	7.3	A-1-a	Si.Sa.Gr.	
		6½" - 22½"	Compared to: 1½"	32.0	22.6	9.1	19	0	37.1	25.4	17.70 0.8	75	See Note 8.9	A-1-a	Si.Sa.Gr.	Free W at 15"
		22½" - 31"	2"	76.1	71.3	45.7	44	10	---	----	30.79 1.6	20	23.8	A-5	Gr.Cl.Sa.	
1907+00 8' Rt.	7-EB	0 - 4½"	A.C.	Broken, rutted, alligatored												
		4½" - 7"	Compared to: 1½"	47.7	34.5	13.2	18	0	44.8	----	29.49 1.5	76	7.3	A-1-a	Si.Sa.Gr.	
		7" - 20½"	Compared to: 1½"	43.4	29.3	10.5	20	0	32.5	----	24.79 1.2	69	---	A-1-a	Si.Sa.Gr.	
		20½" - 36"	2"	95.6	93.3	45.7	46	9	---	----	----	7	31.9	A-5	Si.Sa.	
1893+00 8' Lt.	4-WB	0 - 4½"	A.C.	Broken												
		4½" - 6 3/4"	Compared to: 1½"	47.7	34.5	13.2	18	0	44.8	----	29.49 1.5	76	7.3	A-1-a	Si.Sa.Gr.	
		6 3/4" - 18 3/4"	Compared to: 1½"	32.0	22.6	9.1	19	0	37.1	25.4	17.70 0.8	75	8.9	A-1-a	Si.Sa.Gr.	
		18 3/4" - 36"	2"	41.3	37.3	18.5	25	0	---	29.0	22.38 1.4	36	15.5	A-1-b	Si.Sa.Gr.	

														CLASSIFICATION	
Station	Hole No.	Depth	Top Size	P4	P10	P200	LL	PI	SE	LAR	Air Deg	"R" Value	Natural Moisture	AASHO	Textural
1871+00 3' Rt.	6-EB	0 - 5"	A.C. patched Compared to:												
		5" - 8¼"	1½"	47.7	34.5	13.2	18	0	44.8	---	29.49 1.5	76	7.3	A-1-a	Si.Sa.Gr.
		8¼" - 10½"	Oil covered rock - no test												
		10½" - 13½"	Crushed rock - oil covered - no test												
		13½" - 36"	2"	18.1	12.3	6.2	27	3	26.4	16.3	14.65 0.5	70	---	A-1-a	Gr.
1860+75 8' Lt.	5-WB	0 - 3½"	A.C. badly alligatored Compared to:												
		3½" - 5½"	1½"	47.7	34.5	13.2	18	0	44.8	---	29.49 1.5	76	7.3	A-1-a	Si.Sa.Gr.
		5½" - 16"	1½"	43.4	29.3	10.5	20	0	32.5	---	24.79 1.2	69	---	A-1-a	Si.Sa.Gr.
		16" - 21"	1"	39.1	26.6	12.6	24	2	24.2	---	23.22 0.8	56	10.3	A-1-a	Si.Sa.Gr.
		21" - 34"	2"	58.7	54.0	30.7	41	13	---	---	25.68 3.4	10	19.8	A-2-7	Gr.Cl.Sa.

Cascade Locks ByPass

Asphaltic Concrete Tests

August 1966

Asphaltic concrete removed at the points samples of base were taken was delivered to the Laboratory for investigational analysis. Complete analysis has been made on both top and base courses from two of the eight locations. Results of tests are as follows:

Sample No.	3 Top	3 Base	4 Top	4 Base
Station	1907+00 WB	3' Lt. ℄	1893+00 WB	8' Lt. ℄
Permeability, $mmH_2O/in.^2$	3.7	None	None	1.2
"S" Value 1st. Comp.	47	45	45	31
"S" Value 2nd. Comp.	71	49	40	14
Cohesion	1045	960	1050	811
Voids in Place, %	14.2	10.4	9.6	8.4
Voids Compacted, %	9.5	5.6	4.0	3.6
Asphalt Content %	4.6	6.1	6.0	6.2
Pen. Rel. Asphalt	14	25	23	34
Immersion, % Ret. Str.	54	56	52	63
Granulometric Analysis				
3/4-¼	45.2	38.0	33.7	34.1
¼-10	24.1	26.1	27.9	27.3
10-0	26.1	29.8	32.4	32.4
P#200	7.1	8.8	7.5	7.7

Construction of asphaltic concrete took place during the fall of 1961 and early summer of 1962. The combination of the Pioneer Continuous Mix plant, excess dust in the aggregate, and the "push" to pave, resulted in excess variation in asphalt content and dust content. The average of 6.4% dust and 5.6 asphalt is in accordance with the design. The variations from the design tended to make a brittle mix. This coupled with deflections higher than the value considered safe resulted in pavement failure.

Deflection Tests 1966

Average of Five Points 50 Feet Apart

Station Range	Lane	Wheel Track	Deflection In Inches
1905+00 - 1907+00	EB Rt.	OW	.0316
1907+50 - 1909+50	EB Rt.	IW	.030
1979+00 - 1976+00	WB Lt.	OW	.0182
1977+50 - 1975+50	WB Lt.	IW	.0226
1952+50 - 1951+50	WB Lt.	OW	.0252
1950+00 - 1948+00	WB Lt.	IW	.0246
1916+50 - 1914+50	WB Lt.	OW	.0278
1914+00 - 1912+00	WB Lt.	IW	.0292
1863+00 - 1861+00	WB Lt.	OW	.0296
1861+50 - 1859+50	WB Lt.	IW	.0244
Total Average			.0263

Without projection for increased traffic the deflection tests indicate an average two inch overlay would be sufficient. However, due to considerable range obtained in the deflection tests and the considerable variation in the existing asphaltic concrete quality it is believed that a four inch overlay of quality asphaltic concrete will be necessary to prevent early failure.

O. A. WHITE
Engineer of Materials & Research

OAW:zr

Multnomah Co. Line - East Cascade Locks
Columbia River Highway
Hood River County

Hole #1

Hole #1

1937 WB

Hole #2

Hole #2

Hole #3

note lifts are not bonded

Hole #3

Hole #5

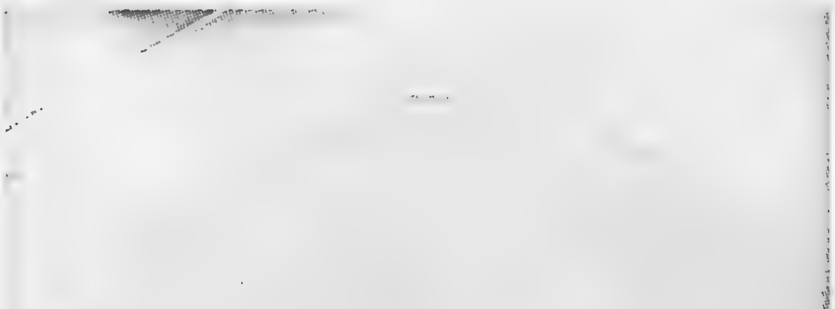
Hole #5

Cut 9th 1860 WB

Hole #6

ED 1871

Hole # 6



Hole #7

Hole#7

Hole #8

[illegible] = [illegible] [illegible] = [illegible]

[illegible] x 0.7 =

Total [illegible] = [illegible]

[illegible], P_t = [illegible]

[illegible] = [illegible] [illegible]

[illegible]

[illegible]

Traffic Analysis:

Calculation for Traffic Coefficient

[illegible] Study For Year [illegible]

A. [illegible] ADT [illegible] (Total)

B. [illegible] ADT [illegible] (Total)

C. [illegible] ADT [illegible] ([illegible])

D. Design Period [illegible] Years

E. [illegible] Lanes [illegible]

F. [illegible] Trucks [illegible] ([illegible])

G. [illegible] = (G) [illegible]

H. [illegible] in Design Lane [illegible]

I. [illegible] in Design Lane (G) [illegible] x (H) [illegible] % = [illegible]

[illegible] COEFFICIENT = K (I) [illegible]

where K = [illegible]

= [illegible]

IVE
FEB 14 1966
ILING

I-8[illegible] 2([illegible])39

Form CD-121
(11-63)
(Prev. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

5/7-9

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Maison

DATE: February 9, 1966

In reply refer to: 08-35.5

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: L. R. Backlund
L. R. Backlund
Administrative Manager

SUBJECT: Federal Aid Project I-80N-2(20)39 - Final Voucher
Audit Report 66-835-15

Item A of Audit Report 66-835-6 disclosed that credit had not been given for steel piling. This credit in the amount of $9,932.00, as concurred with in Mr. Skoog's December 29, 1965 letter, has been deducted from your final voucher. Item C, Audit Report 66-835-15, for $48.75 salvage credit of power pole and concurred with in Mr. Maison's February 8, 1966 letter, has also been deducted, reducing the total participating cost to $1,786,576.90 and reflecting an overpayment of $8,214.23 on this project.

Net Amount Claimed			$1,000.00
Less:			
Steel Piling Credit	$9,932.00		
Power Pole Salvage Credit	48.75	$9,980.75	
		92.32%	
			9,214.23
Net Amount Approved			($ 8,214.23)

RECEIVED
[illegible]
OFFICE OF
[illegible]

orig to Maison
2-10
copy to Young
2-11-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

Monthly transaction number 8-40	Fc PR-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate Oregon
	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Hood River
Project report number 15	(PPM 21-7)	Project number I-80N-2(20)39

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 19, 1961, is hereby modified as follows:

Revised estimated total cost of project $ 1,798,542.00

Revised Federal funds $ 1,660,300.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 2 day of August, 1965.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By F B Klaboe

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~XXX~~ By A. W. Parsons
(Division Engineer)

By: L R Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

July 2, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are sending four copies of revised estimate as a basis for modification of project agreement on the Multnomah County Line - E. Cascade Locks Section, Project No. I-80N-2(20)39.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CL:kc

Oregon State Highway Department

Federal Aid
Project No. I-80N-2(20)39

MULTNOMAH COUNTY LINE-EAST CASCADE LOCKS SECTION OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices, approved price agreements, extra work orders, and increase in bid quantities.)

Salem, Oregon, July 1, 1965

Type Code 6201
Roadway (Sta. 1806+03.69 thru Equa. 1980+02.02 = 196+24.51 to Sta. 210+00)(Contract 5829)

Clearing and Grubbing	All Required		$ 40,000.00
Drainage Excavation, Unclassified	1,845.3 CuYd	3.00	5,535.90
Embankment Foundation Excavation, Unclassified	1,600 CuYd	0.50	800.00
General Excavation, Unclassified	562,555.3 CuYd	0.45	253,149.89
Short Overhaul	1,307,234 YdSta	0.01	13,072.34
Long Overhaul	26,600 C-YdSta	0.35	9,310.00
Furnishing and Placing Topsoil	2,180 CuYd	1.50	3,270.00
Finishing Roadbed and Slopes	All Required		3,000.00
Rounding Cutbanks	1,700 LinFt	0.10	170.00
18-inch Corrugated Metal Pipe	170 LinFt	4.00	680.00
24-inch Corrugated Metal Pipe	200 LinFt	6.00	1,200.00
12-inch Concrete Pipe	270 LinFt	3.00	810.00
18-inch Concrete Pipe	280 LinFt	4.00	1,120.00
6-inch Perforated Metal Drain Pipe	600 LinFt	3.00	1,800.00
8-inch Perforated Metal Drain Pipe	360 LinFt	3.50	1,260.00
18-inch Perforated Metal Drain Pipe	110 LinFt	6.00	660.00
8-inch Metal Drain Pipe	110 LinFt	3.00	330.00
Special Backfill in Drains	180 CuYd	5.00	900.00
Salvaging Culvert Pipe	50 LinFt	3.00	150.00
18-inch Culvert End Sections	2 Only	50.00	100.00
120-inch Structural Plate Pipe	96 LinFt	75.00	7,200.00
1¼-inch Electrical Conduit	420 LinFt	2.00	840.00
Adjustment of Manholes	1 Only	50.00	50.00
Class "A" Concrete in Drainage Structures	46 CuYd	100.00	4,600.00
Metal Reinforcement in Drainage Structures	3,400 Lbs	0.16	544.00
Concrete End Pieces	1 Only	200.00	200.00
Metal Guard Rail	16,709.2 LinFt	2.40	40,102.08
Metal Median Barrier	11,000 Lin Ft	3.70	40,700.00
Type 2 Barricade	800 LinFt	4.50	3,600.00
Salvage and Reinstall Guard Rail	600 LinFt	1.50	990.00
Guide Posts, Type W-1	190 Only	6.00	1,140.00
Guide Posts, Type Y-2	80 Only	7.00	560.00
Guide Posts, Type Y-3	2 Only	8.00	16.00
Salvaging and Stockpiling Sight Posts	50 Only	0.50	25.00
Type 2 Fence	660 Rods	6.00	3,960.00
Coarse Crushed Material in Base	126,000 Tons	1.00	126,000.00

3/4" - 0 Material in Base	29,117.36 Tons	1.00	29,117.36
Sprinkling	10,400 M-Gal	1.50	15,600.00
Preparation of Base	All Required		1,000.00
3/4" - 0 Material in Binder Course	970 CuYd	3.25	3,152.50
Furnishing and Placing Aggregates	160 CuYd	4.00	640.00
RC-3 Asphalt	150 Tons	42.00	6,300.00
120-150 Asphalt	12 Tons	50.00	600.00
RS-2 Asphalt	6 Tons	50.00	300.00
Asphaltic Concrete Mixture	32,900 Tons	3.50	115,150.00
Asphalt in Mixture	1,810 Tons	29.00	52,490.00
Asphaltic Concrete Traffic Markers	480 LinFt	1.00	480.00
Vertical Alternate Flashing Beacon	All Required		750.00
Retaining Walls			
Shoring, Cribbing, Etc.	All Required		1,000.00
Structural Excavation	50 CuYd	5.00	250.00
Excavation below Elevation Shown	12 CuYd	7.00	84.00
Class "A" Concrete	31 CuYd	61.00	1,891.00
Metal Reinforcement	2,600 Lbs	0.15	390.00
Furnish Treated Timber Piling	420 LinFt	1.50	630.00
Drive Timber Piles	14 Only	50.00	700.00
Signing			
Removal of Existing Sign Installations	All Required		100.00
Furnish 8" HP 36# Steel Piling	157 LinFt	5.00	785.00
Drive Steel Piles	11 Only	75.00	825.00
Metal Sign Posts	All Required		630.00
Wood Sign Posts	All Required		1,500.00
Type "A" Signs in Place	640 SqFt	7.00	4,480.00
Type "C" & "D" Signs in Place	610 SqFt	3.25	1,982.50
Type "E", "F" & "G" Signs in Place	44 SqFt	4.00	176.00
Type "J" Signs in Place	11 SqFt	10.00	110.00
Type "B" Signs in Place	28 SqFt	6.00	168.00
			$809,126.97
Flagging (57½% of Contractor's Cost)	All Required		$ 9,000.00
Seeding and Mulching	All Required		1,600.00
Signing (Temporary)	All Required		2,000.00
RR Drain Tunnel Timber Cover	All Required		300.00
Price Agreement #5	All Required		21,921.00
Price Agreement #6	All Required		80,857.50
Price Agreement #6 (Supplemental)	All Required		17,500.00
Price Agreement #19 Contractor's Claim	All Required		9,180.10
Price Agreement #20 Additional Contractor's Claim	All Required		18,711.99
EWO #14 Paving at Bridge Ends	All Required		6,034.97
			$167,105.56

Utility Work

Work by U.P.R.R. Co.	All Required	$ 14,100.00
Work by Pacific Tel. & Tel. Co.	All Required	14,500.00
Work by City of Cascade Locks (Lights)	All Required	1,200.00
		$ 29,800.00
	Subtotal	$1,006,032.13
	10% Engr. & Cont.	100,602.87
	Total	$1,106,635.00

Type Code E231
East Cascade Locks O'xing (Br. #8609)(Sta. 1887+34 to Sta. 1890+10)(Contract 5829)

Shoring, Cribbing, Etc.	All Required (16%)		$ 2,600.00
Structural Excavation	650 CuYd	5.00	3,250.00
Excavation below Elevation Shown	40 CuYd	7.00	280.00
Furnish Treated Timber Piling	4,810 LinFt	1.50	7,215.00
Drive Timber Piles	205 Only	40.00	8,200.00
Class "A" Concrete (1,188 CuYd)(28%)	All Required		77,004.20
Metal Reinforcement (264,000 Lbs)(26%)	All Required		30,745.00
Structural Steel (216,800 Lbs)	All Required		51,500.00
Metal Parapet Rail	552 LinFt	5.00	2,760.00
8-inch Metal Drain Pipe	40 LinFt	4.00	160.00
EWO #1 Bridge Revision	All Required		25,109.40
			$208,823.60

Type Code E221
[illegible] Ave. O'xing (Br. #8610)(Sta. 1901+03.77 to Sta. 1904+18.09)(Contract 5829)

Shoring, Cribbing, Etc.	All Required (44%)		$ 7,150.00
Structural Excavation	540 CuYd	5.00	2,700.00
Excavation below Elevation Shown	30 CuYd	7.00	210.00
Furnish 10" BP 42# Steel Piling	8,440 LinFt	4.00	33,760.00
Drive Steel Piles	180 Only	50.00	9,000.00
Splice Steel Piles	15 Only	30.00	450.00
Class "A" Concrete (1,315 CuYd)(31%)	All Required		85,254.65
Metal Reinforcement (338,470 Lbs)(33%)	All Required		39,022.50
Metal Parapet Rail	456 LinFt	5.00	2,280.00
6-inch Standard Steel Pipe	200 LinFt	9.00	1,800.00
8-inch Metal Drain Pipe	130 LinFt	4.00	520.00
			$182,147.15

Type Code E201
[illegible] Street O'xing (Br. #8611)(Sta. 1927+39.60 to Sta. 1928+96.44)(Contract 5829)

Shoring, Cribbing, Etc.	All Required (8%)		$ 1,300.00
Structural Excavation	340 CuYd	5.00	1,700.00
Excavation below Elevation Shown	20 CuYd	7.00	140.00

Furnish 10" BP 42# Steel Piling	4,496 LinFt	4.00	17,984.00
Drive Steel Piles	64 Only	50.00	3,200.00
Splice Steel Piles	8 Only	30.00	240.00
Class "A" Concrete (484 CuYd)(11%)	All Required		30,251.65
Metal Reinforcement (91,000 Lbs)(9%)	All Required		10,642.50
50' to 55' Type III Prestressed Beams	24 Only	950.00	22,800.00
Metal Parapet Rail	620 LinFt	5.00	3,100.00
Concrete Slab Riprap	861 SqYd	8.00	6,888.00
8-inch Metal Drain Pipe	150 LinFt	4.00	600.00
			$ 98,846.15

Type Code X221
[illegible] Cascade Locks U'xing (Br. #8605)(Sta. 1961+03.03 to Sta. 1963+35.03)(Contract 5829)

Shoring, Cribbing, Etc.	All Required (32%)		$ 5,200.00
Structural Excavation	600 CuYd	5.00	3,000.00
Excavation below Elevation Shown	30 CuYd	7.00	210.00
Furnish 10" BP 42# Steel Piling	420 LinFt	4.00	1,680.00
Furnish 12" BP 53# Steel Piling	320 LinFt	5.00	1,600.00
Drive Steel Piles	20 Only	50.00	1,000.00
Splice Steel Piles	8 Only	30.00	240.00
Class "A" Concrete (1,244 CuYd)(30%)	All Required		82,504.50
Metal Reinforcement (319,050 Lbs)(32%)	All Required		37,840.00
Metal Parapet Rail	932 LinFt	5.00	4,660.00
6-inch Standard Steel Pipe	55 LinFt	9.00	495.00
8-inch Metal Drain Pipe	190 LinFt	4.00	760.00
			$139,189.50

Subtotal	$629,006.40
10% Engr. & Cont.	62,900.60
Total	$691,907.00

Length of Roadway	3.389 Miles
Length of 4 Structures	0.172 Mile
Total Length	3.561 Miles
Cost of Roadway Per Mile	$326,537.33

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,106,635.00	$1,021,600.00	$ 85,035.00
Structure	691,907.00	638,700.00	53,207.00
	$1,798,542.00	$1,660,300.00	$138,242.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

MULTNOMAH COUNTY LINE-EAST CASCADE LOCKS SECTION

PROJECT NO. I-80N-2(20)39

Estimated Cost of Work by Union Pacific Railroad Company

Railroad Agreement

Watchman

88 days (8 hrs. per day) at $2.15 an hour	$ 1,514.00
88 hrs. Overtime at 3.25 an hour	286.00
Employee Benefits, Ins., etc.	450.00
Contingencies	925.00
	$ 3,175.00

State Force Order #5 Approved 8-14-61

Work at right of Station 1888+70 (RR drain tunnel)

Remove silt and rocks from side drift	$ 752.00
Replace damage timbers and install additional sets	2,000.00
Equipment rental	1,000.00
Materials	800.00
Furnish and install (backfill included) 52.5 feet of 5 gage tunnel liner at $112.49 a foot	5,906.00
Construct access road	500.00
	$10,958.00
Total RR Work	$14,133.00
Use	$14,100.00

Estimated Cost of Work by the Pacific Telephone and Telegraph Company

Labor	$ 5,012.00
Materials	8,162.00
Equipment	700.00
Contingencies	700.00
	$14,574.00
Use	$14,500.00

Estimated Cost of Work by City of Cascade Locks (Lights)

Labor	$ 1,080,72	
Materials	514.53	
Equipment	270.00	
Payroll Accounting, Material Handling, etc.	225.65	
Salvage Credit	851.68	Cr.
	$ 1,273.92	
Use	$ 1,200.00	

Estimated Cost of Work under Price Agreement #5, #6 and #6 (Supplemental) Approved 9-13-61, 9-28-61 and 9-28-61

P.A. #5

Drainage Excavation, Unclassified	1,460	cu.yds.	$ 4.00	$ 5,840.00
Class "A" Concrete in Ditch	7	cu.yds.	100.00	700.00
8" Concrete Pipe	27	lin.ft.	2.50	67.50
12" Concrete Pipe	45	lin.ft.	3.50	157.50
30" Concrete Pipe	1,020	lin.ft.	10.75	10,965.00
30" Concrete Pipe, Extra Strength	115	lin.ft.	13.00	1,495.00
12" Corrugated Metal Pipe	24	lin.ft.	4.00	96.00
Trash Rack	1	only	250.00	250.00
Concrete Box (4'x4.75'x6.5')	All	Required		400.00
Manholes	4	only	300.00	1,200.00
Pipe Under Pavement	110	lin.ft.	5.00	550.00
RR Insurance				200.00
				$21,921.00

P.A. #6

Clearing	2.5	Acres	$1,500.00	$ 3,750.00
General Excavation, Unclassified	73,000	cu.yds.	0.45	32,850.00
Short Overhaul	363,000	yd.stas.	0.01	3,630.00
Long Overhaul	23,000	C-yd.stas.	0.45	10,350.00
Finishing Roadbed and Slopes	All	Required		500.00
Rounding Cutbanks	770	lin.ft.	0.10	77.00
Coarse Crushed Material in Base	13,600	tons	1.00	13,600.00
3/4" - 0 Material in Base	2,200	tons	1.00	2,200.00
Sprinkling	110	tons	1.50	165.00
Preparation of Base	All	Required		100.00
3/4" - 0 Material in Binder Course	86	cu.yds.	3.25	279.50
RC-3 Asphalt	13	tons	42.00	546.00
Asphaltic Concrete Mixture	2,500	tons	3.50	8,750.00
Asphalt in Mixture	140	tons	29.00	4,060.00
				$80,857.50

P.A. #6 (Supplemental)

Disposal of Excess Material	50,000	cu.yds.	$ 0.35	$17,500.00

12-29-61

Monthly transaction number RECEIVED JAN 3 1962 1-14	Fo R-2A (5-21-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State **Oregon**
Project report number FOR FILING 10		County **Hood River**
		Project number **I-80N-2(20)39**

5821

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **June 19**, 19**61**, is hereby modified as follows:

Revised estimated total cost of project $ **1,679,385.00**

Revised Federal funds $ **1,544,000.00**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **29** day of **December**, 19**61**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Ass't **State Highway Engineer**
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XXy **C. G. Polk**
Division Engineer

By: RCWright
R. C. Wright
Administrative Manager

USComm-DC 11170

December 26, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway official, for the Multnomah County Line-East Cascade Locks Section, Project No. I-80N-2(20)39.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RMC:bb

November 29, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of revised estimate as a basis for modification of project agreement for the Multnomah County Line-East Cascade Locks Section, Project Number I-80N-2(20)39.

The estimate has been revised to include Price Agreements No. 5, No. 6, No. 6 (supplemental), and State Force Order No. 4 (railroad). These items cover slide correction work on the Ruckles Slide and have been approved by your office.

Modification of project agreement is requested to provide additional Federal Funds for the above-mentioned work.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:bb

Oregon State Highway Department

Federal Aid
Project No. I-80N-2(20)39

MULTNOMAH COUNTY LINE-EAST CASCADE LOCKS SECTION

OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices, approved price agreements, extra work orders, etc.)

Salem, Oregon, November 27, 1961

Type Code 6201
Roadway (Sta. 1806+03.69 thru Equa. 1780+02.02 = 196+24.51 to Sta. 210+00)(Contract 5829)

Clearing and Grubbing	All	Required		$ 40,000.00
Drainage Excavation, Unclassified	600	cu.yds.	$ 3.00	1,800.00
Embankment Foundation Excavation, Unclassified	1,600	cu.yds.	0.50	800.00
General Excavation, Unclassified	503,000	cu.yds.	0.45	226,350.00
Short Overhaul	1,164,000	yd.stas.	0.01	11,640.00
Long Overhaul	26,600	C-yd.stas.	0.35	9,310.00
Furnishing and Placing Topsoil	2,180	cu.yds.	1.50	3,270.00
Finishing Roadbed and Slopes	All	Required		3,000.00
Rounding Cutbanks	1,700	lin.ft.	0.10	170.00
18-inch Corrugated Metal Pipe	170	lin.ft.	4.00	680.00
24-inch Corrugated Metal Pipe	200	lin.ft.	6.00	1,200.00
12-inch Concrete Pipe	270	lin.ft.	3.00	810.00
18-inch Concrete Pipe	280	lin.ft.	4.00	1,120.00
6-inch Perforated Metal Drain Pipe	600	lin.ft.	3.00	1,800.00
8-inch Perforated Metal Drain Pipe	360	lin.ft.	3.50	1,260.00
18-inch Perforated Metal Drain Pipe	110	lin.ft.	6.00	660.00
6-inch Metal Drain Pipe	110	lin.ft.	3.00	330.00
Special Backfill in Drains	180	cu.yds.	5.00	900.00
Salvaging Culvert Pipe	50	lin.ft.	3.00	150.00
18-inch Culvert End Sections	2	only	50.00	100.00
120-inch Structural Plate Pipe	96	lin.ft.	75.00	7,200.00
1½-inch Electrical Conduit	420	lin.ft.	2.00	840.00
Adjustment of Manholes	1	only	50.00	50.00
Class "A" Concrete in Drainage Structures	46	cu.yd.	100.00	4,600.00
Metal Reinforcement in Drainage Structures	3,400	lbs.	0.16	544.00
Concrete End Pieces	1	only	200.00	200.00
Metal Guard Rail	13,000	lin.ft.	2.40	31,200.00
Metal Median Barrier	11,000	lin.ft.	3.70	40,700.00
Type 2 Barricade	800	lin.ft.	4.50	3,600.00
Salvage and Reinstall Guard Rail	600	lin.ft.	1.50	990.00
Guide Posts, Type W-1	190	only	6.00	1,140.00
Guide Posts, Type Y-2	80	only	7.00	560.00
Guide Posts, Type Y-3	2	only	8.00	16.00

Salvaging and Stockpiling Sight Posts	50	only	$ 0.50	$ 25.00
Type 2 Fence	660	rods	6.00	3,960.00
Coarse Crushed Material in Base	126,000	tons	1.00	126,000.00
3/4" - 0 Material in Base	20,700	tons	1.00	20,700.00
Sprinkling	10,400	M-gals.	1.50	15,600.00
Preparation of Base	All	Required		1,000.00
3/4" - 0 Material in Binder Course	970	cu.yds.	3.25	3,152.50
Furnishing and Placing Aggregates	160	cu.yds.	4.00	640.00
RC-3 Asphalt	150	tons	42.00	6,300.00
120-150 Asphalt	12	tons	50.00	600.00
RS-2 Asphalt	6	tons	50.00	300.00
Asphaltic Concrete Mixture	32,900	tons	3.50	115,150.00
Asphalt in Mixture	1,810	tons	29.00	52,490.00
Asphaltic Concrete Traffic Markers	480	lin.ft.	1.00	480.00
Vertical Alternate Flashing Beacon	All	Required		750.00
Retaining Walls				
Shoring, Cribbing, Etc.	All	Required		1,000.00
Structural Excavation	50	cu.yds.	5.00	250.00
Excavation Below Elevation Shown	12	cu.yds.	7.00	84.00
Class "A" Concrete	31	cu.yds.	61.00	1,891.00
Metal Reinforcement	2,600	lbs.	0.15	390.00
Furnish Treated Timber Piling	420	lin.ft.	1.50	630.00
Drive Timber Piles	14	only	50.00	700.00
Signing				
Removal of Existing Sign Installations	All	Required		100.00
Furnish 8" BP 36# Steel Piling	157	lin.ft.	5.00	785.00
Drive Steel Piles	11	only	75.00	825.00
Metal Sign Posts	All	Required		630.00
Wood Sign Posts	All	Required		1,500.00
Type "A" Signs in Place	640	sq.ft.	7.00	4,480.00
Type "C" & "D" Signs in Place	610	sq.ft.	3.25	1,982.50
Type "E", "F" & "G" Signs in Place	44	sq.ft.	4.00	176.00
Type "J" Signs in Place	11	sq.ft.	10.00	110.00
Type "K" Signs in Place	28	sq.ft.	6.00	168.00
				$759,839.00
Flagging (57½% of Contractor's Cost)	All	Required		$ 9,000.00
Seeding and Mulching	All	Required		1,600.00
Signing (Temporary)	All	Required		2,000.00
RR Drain Tunnel Timber Cover	All	Required		300.00
Price Agreement #5	All	Required		21,921.00
Price Agreement #6	All	Required		80,857.50
Price Agreement #6 (Supplemental)	All	Required		17,500.00
				$133,178.50

Utility Work

Work by U.P.&L. Co.		$ 14,100.00
Work by Pacific Tel. & Tel. Co.	All Required	14,500.00
Work by City of Cascade Locks (Lights)	All Required	1,200.00
		$ 29,800.00
	Subtotal	$ 922,817.50
	10% Engr. & Cont.	92,281.50
	Total	$1,015,099.00

Type Code X231
West Cascade Locks O'xing (Br. #8609)(Sta. 1887+34 to Sta. 1890+10)(Contract 5829)

Shoring, Cribbing, Etc.	All Required (16%)		$ 2,600.00
Structural Excavation	650 cu.yds.	$ 5.00	3,250.00
Excavation Below Elevation Shown	40 cu.yds.	7.00	280.00
Furnish Treated Timber Piling	4,810 lin.ft.	1.50	7,215.00
Drive Timber Piles	205 only	40.00	8,200.00
Class "A" Concrete (1,188 cu.yds.)(28%)	All Required		77,004.20
Metal Reinforcement (264,000 lbs.)(26%)	All Required		30,745.00
Structural Steel (216,800 lbs.)	All Required		51,500.00
Metal Parapet Rail	552 lin.ft.	5.00	2,760.00
8-inch Metal Drain Pipe	40 lin.ft.	4.00	160.00
			$183,714.20

Type Code X221
Moody Ave. O'xing (Br. #8610)(Sta. 1901+83.77 to Sta. 1904+18.09)(Contract 5829)

Shoring, Cribbing, Etc.	All Required (44%)		$ 7,150.00
Structural Excavation	540 cu.yds.	$ 5.00	2,700.00
Excavation Below Elevation Shown	30 cu.yds.	7.00	210.00
Furnish 10" BP 42# Steel Piling	8,440 lin.ft.	4.00	33,760.00
Drive Steel Piles	180 only	50.00	9,000.00
Splice Steel Piles	15 only	30.00	450.00
Class "A" Concrete (1,315 cu.yds.)(31%)	All Required		85,254.65
Metal Reinforcement (338,470 lbs.)(33%)	All Required		39,022.50
Metal Parapet Rail	456 lin.ft.	5.00	2,280.00
6-inch Standard Steel Pipe	200 lin.ft.	9.00	1,800.00
8-inch Metal Drain Pipe	130 lin.ft.	4.00	520.00
			$182,147.15

Type Code X251
Hazel Street O'xing (Br. #8611)(Sta. 1927+39.60 to Sta. 1928+94.44)(Contract 5829)

Shoring, Cribbing, Etc.	All Required (8%)		$ 1,300.00
Structural Excavation	340 cu.yds.	$ 5.00	1,700.00
Excavation Below Elevation Shown	20 cu.yds.	7.00	140.00

Furnish 10" BP 42# Steel Piling	4,496 lin.ft.	$ 4.00	$ 17,984.00
Drive Steel Piles	64 only	50.00	3,200.00
Splice Steel Piles	8 only	30.00	240.00
Class "A" Concrete (484 cu.yds.)(11%)	All Required		30,251.65
Metal Reinforcement (91,000 lbs.)(9%)	All Required		10,642.50
50' to 55' Type III Prestressed Beams	24 only	950.00	22,800.00
Metal Parapet Rail	620 lin.ft.	5.00	3,100.00
Concrete Slab Riprap	861 sq.yds.	8.00	6,888.00
8-inch Metal Drain Pipe	150 lin.ft.	4.00	600.00
			$ 98,846.15

Type Code X221
E. Cascade Locks U'xing (Br. #8605)(Sta. 1901+03.03 to Sta. 1903+35.03)(Contract 5529)

Shoring, Cribbing, Etc.	All Required (32%)		$ 5,200.00
Structural Excavation	600 cu.yds.	$ 5.00	3,000.00
Excavation Below Elevation Shown	30 cu.yds.	7.00	210.00
Furnish 10" BP 42# Steel Piling	420 lin.ft.	4.00	1,680.00
Furnish 12" BP 53# Steel Piling	320 lin.ft.	5.00	1,600.00
Drive Steel Piles	20 only	50.00	1,000.00
Splice Steel Piles	8 only	30.00	240.00
Class "A" Concrete (1,244 cu.yds.)(30%)	All Required		82,504.50
Metal Reinforcement (319,050 lbs.)(32%)	All Required		37,840.00
Metal Parapet Rail	932 lin.ft.	5.00	4,660.00
6-inch Standard Steel Pipe	55 lin.ft.	9.00	495.00
8-inch Metal Drain Pipe	190 lin.ft.	4.00	760.00
			$139,189.50
	Subtotal		$603,897.00
	10% Engr. & Cont.		60,389.00
	Total		$664,286.00

Length of Roadway - - - - - - - - - - - 3.389 Miles
Length of 4 Structures - - - - - - - - 0.172 Mile
Total Length - - - - - - - - - - - - - 3.561 Miles
Cost of Roadway Per Mile - - - - - - - $299,514.01

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,015,099.00	$ 933,000.00	$ 82,099.00
Structure	664,286.00	611,000.00	53,286.00
	$1,679,385.00	$1,544,000.00	$135,385.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

MULTNOMAH COUNTY LINE-EAST CASCADE LOCKS SECTION

PROJECT NO. I-80N-2(20)39

Estimated Cost of Work by Union Pacific Railroad Company

Railroad Agreement

Watchman

88 days (8 hrs. per day)	at $2.15 an hour	$ 1,514.00
88 hrs. Overtime	at 3.25 an hour	286.00
Employee Benefits, Ins., etc.		450.00
Contingencies		925.00
		$ 3,175.00

State Force Order #5 Approved 8-14-61
Work at right of Station 1838+70 (RR drain tunnel)

Remove silt and rocks from side drift	$ 752.00
Replace damage timbers and install additional sets	2,000.00
Equipment rental	1,000.00
Materials	800.00
Furnish and install (backfill included) 52.5 feet of 5 gage tunnel liner at $112.49 a foot	5,906.00
Construct access road	500.00
	$10,958.00
Total RR Work	$14,133.00
Use	$14,100.00

Estimated Cost of Work by the Pacific Telephone and Telegraph Company

Labor	$ 5,012.00
Materials	8,162.00
Equipment	700.00
Contingencies	700.00
	$14,574.00
Use	$14,500.00

Estimated Cost of Work by City of Cascade Locks (Lights)

Labor	$ 1,080.72	
Materials	514.53	
Equipment	270.00	
Payroll Accounting, Material Handling, etc.	225.65	
Salvage Credit	851.68	Cr.
	$ 1,273.92	
Use	$ 1,200.00	

Estimated Cost of Work under Price Agreement #5, #6 and #6 (Supplemental) Approved 9-13-61, 9-28-61 and 9-28-61

P.A. #5

Drainage Excavation, Unclassified	1,460	cu.yds.	$ 4.00	$ 5,840.00
Class "A" Concrete in Ditch	7	cu.yds.	100.00	700.00
8" Concrete Pipe	27	lin.ft.	2.50	67.50
12" Concrete Pipe	45	lin.ft.	3.50	157.50
30" Concrete Pipe	1,020	lin.ft.	10.75	10,965.00
30" Concrete Pipe, Extra Strength	115	lin.ft.	13.00	1,495.00
12" Corrugated Metal Pipe	24	lin.ft.	4.00	96.00
Trash Rack	1	only	250.00	250.00
Concrete Box (4'x4.75'x6.5')	All	Required		400.00
Manholes	4	only	300.00	1,200.00
Pipe Under Pavement	110	lin.ft.	5.00	550.00
RR Insurance				200.00
				$21,921.00

P.A. #6

Clearing	2.5	Acres	$1,500.00	$ 3,750.00
General Excavation, Unclassified	73,000	cu.yds.	0.45	32,850.00
Short Overhaul	363,000	yd.stas.	0.01	3,630.00
Long Overhaul	23,000	C-yd.stas.	0.45	10,350.00
Finishing Roadbed and Slopes	All	Required		500.00
Rounding Cutbanks	770	lin.ft.	0.10	77.00
Coarse Crushed Material in Base	13,600	tons	1.00	13,600.00
3/4" - 0 Material in Base	2,200	tons	1.00	2,200.00
Sprinkling	110	tons	1.50	165.00
Preparation of Base	All	Required		100.00
3/4" - 0 Material in Binder Course	86	cu.yds.	3.25	279.50
RC-3 Asphalt	13	tons	42.00	546.00
Asphaltic Concrete Mixture	2,500	tons	3.50	8,750.00
Asphalt in Mixture	140	tons	29.00	4,060.00
				$80,857.50

P.A. #6 (Supplemental)

Disposal of Excess Material	50,000	cu.yds.	$ 0.35	$17,500.00

6-19-61

Monthly Transaction No. JUN 20 1961 39

Project Report No. I 80N-2(20)39

Form -2
(9-1 7)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

State: **Oregon**

County: **Hood River**

Project No. **I-80N-2(20)39**

5829

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

US 30 Multnomah Co. Line to E. Cascade Locks
(Multnomah Co. Line - E. Cascade Locks Section)

Project classification or class of work	Effective date of authorization	Approximate length (*Miles*)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	**11-17-60**	**3.561**
Other (*Specify*)		

FUNDS

Estimated total cost of project $ **1,534,978**

Federal funds $ **1,412,000**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

State Highway Engineer
(title)

By

(title)

By

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

C. G. Polk
Division Engineer

By: **R. C. Wright**
Administrative Manager

Date executed by Division Engineer **June 19, 1961**

USComm-DC 40257

June 15, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Multnomah County Line-East Cascade Locks Section, Project No. I-80N-2(20)39.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RMC:jb

May 10, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Multnomah County Line-East Cascade Locks Section, Project No. I-80N-2(20)39 and three copies of Railroad Agreement with the Union Pacific Railroad Company concerning the above project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

[illegible]C:jb

Oregon State Highway Department

Federal Aid
Project No. I-80N-2(20)39

MULTNOMAH COUNTY LINE-EAST CASCADE LOCKS SECTION
OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 10, 1961

Type Code 6201
Roadway (Sta. 1806+03.69 thru Equa. 1980+02.02 = 196+24.51 to Sta. 210+00)(Contract 5829)

Clearing and Grubbing	All	Required		$ 40,000.00
Drainage Excavation, Unclassified	600	cu.yds.	$ 3.00	1,800.00
Embankment Foundation Excavation, Unclassified	1,600	cu.yds.	0.50	800.00
General Excavation, Unclassified	503,000	cu.yds.	0.45	226,350.00
Short Overhaul	1,164,000	yd.stas.	0.01	11,640.00
Long Overhaul	26,600	C-yd.stas.	0.35	9,310.00
Furnishing and Placing Topsoil	2,180	cu.yds.	1.50	3,270.00
Finishing Roadbed and Slopes	All	Required		3,000.00
Rounding Cutbanks	1,700	lin.ft.	0.10	170.00
18-inch Corrugated Metal Pipe	170	lin.ft.	4.00	680.00
24-inch Corrugated Metal Pipe	200	lin.ft.	6.00	1,200.00
12-inch Concrete Pipe	270	lin.ft.	3.00	810.00
18-inch Concrete Pipe	280	lin.ft.	4.00	1,120.00
6-inch Perforated Metal Drain Pipe	600	lin.ft.	3.00	1,800.00
8-inch Perforated Metal Drain Pipe	360	lin.ft.	3.50	1,260.00
18-inch Perforated Metal Drain Pipe	110	lin.ft.	6.00	660.00
8-inch Metal Drain Pipe	110	lin.ft.	3.00	330.00
Special Backfill in Drains	180	cu.yds.	5.00	900.00
Salvaging Culvert Pipe	50	lin.ft.	3.00	150.00
18-inch Culvert End Sections	2	only	50.00	100.00
120-inch Structural Plate Pipe	96	lin.ft.	75.00	7,200.00
1½-inch Electrical Conduit	420	lin.ft.	2.00	840.00
Adjustment of Manholes	1	only	50.00	50.00
Class "A" Concrete in Drainage Structures	46	cu.yd.	100.00	4,600.00
Metal Reinforcement in Drainage Structures	3,400	lbs.	0.16	544.00
Concrete End Pieces	1	only	200.00	200.00
Metal Guard Rail	13,000	lin.ft.	2.40	31,200.00
Metal Median Barrier	11,000	lin.ft.	3.70	40,700.00
Type 2 Barricade	800	lin.ft.	4.50	3,600.00
Salvage and Reinstall Guard Rail	660	lin.ft.	1.50	990.00
Guide Posts, Type W-1	190	only	6.00	1,140.00
Guide Posts, Type Y-2	80	only	7.00	560.00
Guide Posts, Type Y-3	2	only	8.00	16.00
Salvaging and Stockpiling Sight Posts	50	only	0.50	25.00
Type 2 Fence	660	rods	6.00	3,960.00
Coarse Crushed Material in Base	126,000	tons	1.00	126,000.00
3/4" - 0 Material in Base	20,700	tons	1.00	20,700.00
Sprinkling	10,400	M-gals.	1.50	15,600.00
Preparation of Base	All	Required		1,000.00

3/4" - 0 Material in Base	970	cu.yds.	$ 3.25	$ 3,152.50
Furnishing and Placing Aggregates	160	cu.yds.	4.00	640.00
MC-3 Asphalt	150	tons	42.00	6,300.00
120-150 Asphalt	12	tons	50.00	600.00
RS-2 Asphalt	6	tons	50.00	300.00
Asphaltic Concrete Mixture	32,900	tons	3.50	115,150.00
Asphalt in Mixture	1,810	tons	29.00	52,490.00
Asphaltic Concrete Traffic Markers	480	lin.ft.	1.00	480.00
Vertical Alternate Flashing Beacon	All	Required		750.00
Retaining Walls				
Shoring, Cribbing, etc.	All	Required		1,000.00
Structural Excavation	50	cu.yds.	5.00	250.00
Excavation Below Elevation Shown	12	cu.yds.	7.00	84.00
Class "A" Concrete	31	cu.yds.	61.00	1,891.00
Metal Reinforcement	2,600	lbs.	0.15	390.00
Furnish Treated Timber Piling	420	lin.ft.	1.50	630.00
Drive Timber Piles	14	only	50.00	700.00
Signing				
Removal of Existing Sign Installations	All	Required		100.00
Furnish 8" BP 36# Steel Piling	157	lin.ft.	5.00	785.00
Drive Steel Piles	11	only	75.00	825.00
Metal Sign Posts	All	Required		630.00
Wood Sign Posts	All	Required		1,500.00
Type "A" Signs in Place	640	sq.ft.	7.00	4,480.00
Type "C" & "D" Signs in Place	610	sq.ft.	3.25	1,982.50
Type "E", "F" & "G" Signs in Place	44	sq.ft.	4.00	176.00
Type "J" Signs in Place	11	sq.ft.	10.00	110.00
Type "K" Signs in Place	28	sq.ft.	6.00	168.00
				$759,839.00
Flagging (57½% of Contractor's Cost)	All	Required		$ 9,000.00
Seeding and Mulching	All	Required		1,600.00
Signing (Temporary)	All	Required		2,000.00
RR Drain Tunnel Timber Cover	All	Required		300.00
				$ 12,900.00
Utility Work				
Work by UPRR Co.	All	Required		$ 3,100.00
Work by Pacific Tel. & Tel. Co.	All	Required		14,500.00
Work by City of Cascade Locks (Lights)	All	Required		1,200.00
				$ 18,800.00
	Subtotal			$791,539.00
	10% Engr. & Cont.			79,153.00
		Total		$870,692.00

Type Code X231
West Cascade Locks O'xing (Br. #8609)(Sta. 1887+34 to Sta. 1890+10)(Contract 5829)

Shoring, Cribbing, etc.	All	Required (16%)		$ 2,600.00
Structural Excavation	650	cu.yds.	$ 5.00	3,250.00
Excavation Below Elevation Shown	40	cu.yds.	7.00	280.00
Furnish Treated Timber Piling	4,810	lin.ft.	1.50	7,215.00
Drive Timber Piles	205	only	40.00	8,200.00
Class "A" Concrete (1,188 cu.yds.)(28%)	All	Required		77,004.20
Metal Reinforcement (264,000 lbs.)(26%)	All	Required		30,745.00
Structural Steel (216,800 lbs.)	All	Required		51,500.00
Metal Parapet Rail	552	lin.ft.	5.00	2,760.00
8-inch Metal Drain Pipe	40	lin.ft.	4.00	160.00
				$183,714.20

Type Code X221
Moody Ave. O'xing (Br. #8610)(Sta. 1901+83.77 to Sta. 1904+18.09)(Contract 5829)

Shoring, Cribbing, etc.	All	Required (44%)		$ 7,150.00
Structural Excavation	540	cu.yds.	$ 5.00	2,700.00
Excavation Below Elevation Shown	30	cu.yds.	7.00	210.00
Furnish 10" BP 42# Steel Piling	8,440	lin.ft.	4.00	33,760.00
Drive Steel Piles	180	only	50.00	9,000.00
Splice Steel Piles	15	only	30.00	450.00
Class "A" Concrete (1,315 cu.yds.)(31%)	All	Required		85,254.65
Metal Reinforcement (338,470 lbs.)(33%)	All	Required		39,022.50
Metal Parapet Rail	456	lin.ft.	5.00	2,280.00
6-inch Standard Steel Pipe	200	lin.ft.	9.00	1,800.00
8-inch Metal Drain Pipe	130	lin.ft.	4.00	520.00
				$182,147.15

Type Code X281
Hazel Street O'xing (Br. #8611)(Sta. 1927+39.60 to Sta. 1928+94.44)(Contract 5829)

Shoring, Cribbing, etc.	All	Required (8%)		$ 1,300.00
Structural Excavation	340	cu.yds.	$ 5.00	1,700.00
Excavation Below Elevation Shown	20	cu.yds.	7.00	140.00
Furnish 10" BP 42# Steel Piling	4,496	lin.ft.	4.00	17,984.00
Drive Steel Piles	64	only	50.00	3,200.00
Splice Steel Piles	8	only	30.00	240.00
Class "A" Concrete (484 cu.yds.)(11%)	All	Required		30,251.65
Metal Reinforcement (91,000 lbs.)(9%)	All	Required		10,642.50
50' to 55' Type III Prestressed Beams	24	only	950.00	22,800.00
Metal Parapet Rail	620	lin.ft.	5.00	3,100.00
Concrete Slab Riprap	861	sq.yds.	8.00	6,888.00
8-inch Metal Drain Pipe	150	lin.ft.	4.00	600.00
				$ 98,846.15

Type Code X221
E. Cascade Locks U'xing (Br. #8605)(Sta. 1961+03.03 to Sta. 1963+35.03)(Contract 5829)

Shoring, Cribbing, etc.	All	Required (32%)		$ 5,200.00
Structural Excavation	600	cu.yds.	$ 5.00	3,000.00
Excavation Below Elevation Shown	30	cu.yds.	7.00	210.00
Furnish 10" BP 42# Steel Piling	420	lin.ft.	4.00	1,680.00
Furnish 12" BP 53# Steel Piling	320	lin.ft.	5.00	1,600.00
Drive Steel Piles	20	only	50.00	1,000.00
Splice Steel Piles	8	only	30.00	240.00
Class "A" Concrete (1,244 cu.yds.)(30%)	All	Required		82,504.50
Metal Reinforcement (319,050 lbs.)(32%)	All	Required		37,840.00
Metal Parapet Rail	932	lin.ft.	5.00	4,660.00
6-inch Standard Steel Pipe	55	lin.ft.	9.00	495.00
8-inch Metal Drain Pipe	190	lin.ft.	4.00	760.00
				$139,189.50

Subtotal	$603,897.00
10% Engr. & Cont.	60,389.00
Total	$664,286.00

Length of Roadway - - - - - - - - - - - 3.389 Miles
Length of 4 Structures- - - - - - - - - 0.172 Mile
Total Length- - - - - - - - - - - - - - 3.561 Miles
Cost of Roadway Per Mile- - - - - - - - $256,917.08

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 870,692.00	$ 801,000.00	$ 69,692.00
Structures	664,286.00	611,000.00	53,286.00
	$1,534,978.00	$1,412,000.00	$122,978.00

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds For Maint.: Chap. 529, Laws 1939.

MULTNOMAH COUNTY LINE-EAST CASCADE LOCKS SECTION

PROJECT NO. I-80N-2(20)39

Estimated Cost of Work by Union Pacific Railroad Company

Watchman	
88 days (8 hrs. per day) at $2.15 an hour	$1,514.00
88 hrs. Overtime at 3.25 an hour	286.00
Employee Benefits, Ins., etc.	450.00
Contingencies	925.00
	$3,175.00
Use	$3,100.00

Estimated Cost of Work by the Pacific Telephone and Telegraph Company

Labor	$ 5,012.00
Materials	8,162.00
Equipment	700.00
Contingencies	700.00
	$14,574.00
Use	$14,500.00

Estimated Cost of Work by City of Cascade Locks (Lights)

Labor	$ 1,080.72
Materials	514.53
Equipment	270.00
Payroll Accounting, Material Handling, etc.	225.65
Salvage Credit	851.68 Cr.
	$ 1,273.92
Use	$ 1,200.00

Oregon State Highway Department

Federal Aid
Project No. I-80N-2(20)39

MULTNOMAH COUNTY LINE-EAST CASCADE LOCKS SECTION
OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 14, 1960

Type Code 6201
Roadway (Sta. 1306+03.69 thru Equa. 1930+02.02 = 196+24.51 to Sta. 210+00)

Clearing and Grubbing	All	Required		$ 20,000.00
Drainage Excavation, Unclassified	600	cu.yds.	$ 3.00	1,800.00
Embankment Foundation Excavation, Unclassified	1,600	cu.yds.	.75	1,200.00
General Excavation, Unclassified	503,000	cu.yds.	.45	226,350.00
Short Overhaul	1,164,000	yd.stas.	.01	11,640.00
Long Overhaul	26,600	C-yd.stas.	.35	9,310.00
Furnishing and Placing Topsoil	2,180	cu.yds.	2.00	4,360.00
Finishing Roadbed and Slopes	All	Required		3,500.00
Rounding Cutbanks	1,700	lin.ft.	.20	340.00
18-inch Corrugated Metal Pipe	170	lin.ft.	5.00	850.00
24-inch Corrugated Metal Pipe	200	lin.ft.	7.50	1,500.00
12-inch Concrete Pipe	270	lin.ft.	2.50	675.00
18-inch Concrete Pipe	280	lin.ft.	4.50	1,260.00
6-inch Perforated Metal Drain Pipe	600	lin.ft.	2.00	1,200.00
8-inch Perforated Metal Drain Pipe	360	lin.ft.	2.50	900.00
18-inch Perforated Metal Drain Pipe	110	lin.ft.	5.00	550.00
8-inch Metal Drain Pipe	110	lin.ft.	2.50	275.00
Special Backfill in Drains	180	cu.yds.	6.00	1,080.00
Salvaging Culvert Pipe	50	lin.ft.	3.00	150.00
18-inch Culvert End Sections	2	only	50.00	100.00
120-inch Structural Plate Pipe	96	lin.ft.	75.00	7,200.00
1-1/2 Inch Electrical Conduit	420	lin.ft.	1.75	735.00
Adjustment of Manholes	1	only	100.00	100.00
Class "A" Concrete in Drainage Structures	46	cu.yds.	80.00	3,680.00
Metal Reinforcement in Drainage Structures	3,400	lbs.	.14	476.00
Concrete End Pieces	1	only	50.00	50.00
Metal Guard Rail	13,000	lin.ft.	2.50	32,500.00
Metal Median Barrier	11,000	lin.ft.	4.25	46,750.00
Type 2 Barricade	800	lin.ft.	4.50	3,600.00
Salvage and Reinstall Guard Rail	660	lin.ft.	1.50	990.00
Guide Posts, Type W-1	190	only	6.75	1,282.50
Guide Posts, Type Y-2	80	only	7.50	600.00
Guide Posts, Type Y-3	2	only	10.00	20.00
Salvaging and Stockpiling Sight Posts	50	only	2.00	100.00
Type 2 Fence	1,260	rods	6.50	8,190.00

Coarse Crushed Material in Base	126,000	tons	$ .80	$100,800.00
3/4" - 0 Material in Base	20,700	tons	.90	18,630.00
Sprinkling	10,400	M-gals.	3.00	31,200.00
Preparation of Base	All	Required		1,500.00
3/4" - 0 Material in Base	970	cu.yds.	2.75	2,667.50
Furnishing and Placing Aggregates	160	cu.yds.	3.00	480.00
RC-3 Asphalt	150	tons	40.00	6,000.00
120-150 Asphalt	12	tons	38.00	456.00
RS-2 Asphalt	54	tons	50.00	2,700.00
Asphaltic Concrete Mixture	32,900	tons	3.45	113,505.00
Asphalt in Mixture	1,810	tons	30.00	54,300.00
3/8" - #10 Aggregate in Shoulder Seal	230	cu.yds.	6.00	1,380.00
Asphaltic Concrete Traffic Markers	480	lin.ft.	1.00	480.00
Vertical Alternate Flashing Beacon	All	Required		800.00
Retaining Walls				
Shoring, Cribbing, Etc.	All	Required		2,000.00
Structural Excavation	50	cu.yds.	5.00	250.00
Excavation Below Elevations Shown	12	cu.yds.	5.00	60.00
Class "A" Concrete	31	cu.yds.	50.00	1,550.00
Metal Reinforcement	2,600	lbs.	.14	364.00
Furnish Treated Timber Piling	420	lin.ft.	1.50	630.00
Drive Timber Piles	14	only	50.00	700.00
Signing				
Removal of Existing Sign Installations	All	Required		100.00
Furnish 8" BP 36# Steel Piling	157	lin.ft.	5.50	863.50
Drive Steel Piles	11	only	75.00	825.00
Metal Sign Posts	All	Required		885.00
Wood Sign Posts	All	Required		1,300.00
Type "A" Signs in Place	751	sq.ft.	8.10	6,083.10
Type "C" & "D" Signs in Place	610	sq.ft.	4.40	2,684.00
Type "E", "F" &"G" Signs in Place	44	sq.ft.	5.00	220.00
Type "J" Signs in Place	11	sq.ft.	9.20	101.20
Type "K" Signs in Place	28	sq.ft.	6.50	182.00
				$747,009.80
Flagging (57½% of Contractor's Cost)	All	Required		9,000.00
Seeding and Mulching	All	Required		1,600.00
Signing (Temporary)	All	Required		2,000.00
RR Drain Tunnel Timber Cover	All	Required		300.00
	Subtotal			$ 12,900.00
Utility Work				
Work by Pacific Tel & Tel Co.	All	Required		$ 13,000.00
Work by Cascade Locks City Light	All	Required		4,000.00
				$ 17,000.00
	Subtotal			$776,909.80
	10% Engr. & Cont.			77,690.20
	Total			$854,600.00

Type Code X231
West Cascade Locks O'xing (Br. #3609)(Sta. 1387+34 to Sta. 1390+10)

Shoring, Cribbing, etc.	All Required (16%)		$ 4,000.00
Structural Excavation	650 cu.yds.	$ 6.00	3,900.00
Excavation Below Elevation Shown	40 cu.yds.	12.00	480.00
Furnish 10" BP 42# Steel Piling	720 lin.ft.	5.00	3,600.00
Drive Steel Piles	18 only	60.00	1,080.00
Splice Steel Piles	6 only	40.00	240.00
Furnish Treated Timber Piling	3,300 lin.ft.	1.50	4,950.00
Drive Timber Piles	165 only	50.00	8,250.00
Class "A" Concrete (1,194 cu.yds. at $65.00)	All Required		77,610.00
Metal Reinforcement (264,000 lbs. at $0.13)	All Required		34,320.00
Structural Steel (216,800 lbs. at $.22)	All Required		47,696.00
Metal Parapet Rail	552 lin.ft.	7.00	3,864.00
8-inch Metal Drain Pipe	40 lin.ft.	4.00	160.00
			$190,150.00

Type Code X221
Moody Ave. O'xing (Br. #3610)(Sta. 1901+33.77 to Sta. 1904+13.09)

Shoring, Cribbing, etc.	All Required (4%)		$ 11,000.00
Structural Excavation	540 cu.yds.	$ 6.00	3,240.00
Excavation Below Elevation Shown	30 cu.yds.	12.00	360.00
Furnish 10" BP 42# Steel Piling	8,440 lin.ft.	5.00	42,200.00
Drive Steel Piles	180 only	60.00	10,800.00
Splice Steel Piles	15 only	40.00	600.00
Class "A" Concrete (1,315 cu.yds. at $65.00)	All Required		85,475.00
Metal Reinforcement (333,770 lbs. at $0.13)	All Required		43,390.10
Metal Parapet Rail	456 lin.ft.	7.00	3,192.00
6-inch Standard Steel Pipe	200 lin.ft.	10.00	2,000.00
8-inch Metal Drain Pipe	130 lin.ft.	4.00	520.00
			$202,777.10

Type Code X211
Hazel Street U'xing (Br. #3611)(Sta. 1927+39.60 to Sta. 1928+94.44)

Shoring, Cribbing, etc.	All Required (8%)		$ 2,000.00
Structural Excavation	340 cu.yds.	$ 6.00	2,040.00
Excavation Below Elevation Shown	20 cu.yds.	12.00	240.00
Furnish 10" BP 42# Steel Piling	4,496 lin.ft.	5.00	22,480.00
Drive Steel Piles	64 only	60.00	3,840.00
Splice Steel Piles	8 only	40.00	320.00
Class "A" Concrete (484 cu.yds. at $65.00)	All Required		31,460.00
Metal Reinforcement (91,000 lbs. at $0.13)	All Required		11,830.00
50' to 55' Type III Prestressed Beams	24 only	1,040.00	24,960.00

Metal Parapet Rail	620 lin.ft.	$ 7.00	$ 4,340.00
Concrete Slab Riprap	861 cu.yds.	8.00	6,888.00
8-inch Metal Drain Pipe	150 lin.ft.	4.00	600.00
			$110,998.00

50'-55' Prestressed Beam Quantities

Overhead	$ 200.00
Class "A-A" Concrete (7.75 cu.yds. at $56.00)	434.00
Metal Reinforcement (980 lbs. at $0.12)	117.60
Prestress Steel (640 lbs. at $0.45)	288.00
	$1,039.60

Type Code X221
E. Cascade Locks U'xing (Br.#3605)(Sta. 1961+03.03 to Sta. 1963+35.03)

Shoring, Cribbing, etc.	All Required (32%)		$ 8,000.00
Structural Excavation	600 cu.yds.	$ 6.00	3,600.00
Excavation below Elevation Shown	30 cu.yds.	12.00	360.00
Furnish 10" BP 42# Steel Piling	420 lin.ft.	5.00	2,100.00
Furnish 12" BP 53# Steel Piling	320 lin.ft.	6.00	1,920.00
Drive Steel Piles	20 only	60.00	1,200.00
Splice Steel Piles	8 only	40.00	320.00
Class "A" Concrete (1,244 cu.yds. at $65.00)	All Required		80,860.00
Metal Reinforcement (325,330 lbs. at $0.13)	All Required		42,292.90
Metal Parapet Rail	932 lin.ft.	7.00	6,524.00
6-inch Standard Steel Pipe	55 lin.ft.	10.00	550.00
8-inch Metal Drain Pipe	190 lin.ft.	4.00	760.00
			$148,486.90
	Subtotal		$652,412.00
	10% Engr. & Cont.		65,241.00
	Total		$717,653.00

Length of Roadway.	3.389 miles
Length of 4 Structures	0.172 mile
Total Length	3.561 miles
Cost of Roadway per mile	$252,168.78

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 854,600.00	$ 786,000.00	$ 68,600.00
Structures	717,653.00	660,000.00	57,653.00
	$1,572,253.00	$1,446,000.00	$126,253.00

Oregon State Highway Department

Federal Aid
Project No. I-80N-2(20)39

MULTNOMAH COUNTY LINE-EAST CASCADE LOCKS SECTION OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 21, 1960

Type Code 6201
Roadway (Sta. 1806+03.69 thru Equa. 1980+02.02=196+24.51 to Sta. 210+00)

Clearing and Grubbing	All	Required		$ 20,000.00
Drainage Excavation, Unclassified	600	cu.yds.	$ 3.00	1,800.00
Embankment Foundation Excavation, Unclassified	1,600	cu.yds.	0.75	1,200.00
General Excavation, Unclassified	503,000	cu.yds.	0.45	226,350.00
Short Overhaul	1,164,000	yd.stas.	0.01	11,640.00
Long Overhaul	26,600	C-yd.stas.	0.35	9,310.00
Furnishing and Placing Topsoil	2,180	cu.yds.	2.00	4,360.00
Finishing Roadbed and Slopes	All	Required		3,500.00
Rounding Cutbanks	1,700	lin.ft.	0.20	340.00
18-inch Corrugated Metal Pipe	170	lin.ft.	5.00	850.00
24-inch Corrugated Metal Pipe	200	lin.ft.	7.50	1,500.00
12-inch Concrete Pipe	270	lin.ft.	2.50	675.00
18-inch Concrete Pipe	280	lin.ft.	4.50	1,260.00
6-inch Perforated Metal Drain Pipe	600	lin.ft.	2.00	1,200.00
8-inch Perforated Metal Drain Pipe	360	lin.ft.	2.50	900.00
18-inch Perforated Metal Drain Pipe	110	lin.ft.	5.00	550.00
8-inch Metal Drain Pipe	110	lin.ft.	2.50	275.00
Special Backfill in Drains	180	cu.yds.	6.00	1,080.00
Salvaging Culvert Pipe	50	lin.ft.	3.00	150.00
18-inch Culvert End Section	2	only	50.00	100.00
120-inch Structural Plate Pipe	96	lin.ft.	75.00	7,200.00
1½-inch Electrical Conduit	420	lin.ft.	1.75	735.00
Adjustment of Manholes	1	only	100.00	100.00
Class "A" Concrete in Drainage Structures	46	cu.yd.	80.00	3,680.00
Metal Reinforcement in Drainage Structures	3,400	lbs.	0.14	476.00
Concrete End Pieces	1	only	50.00	50.00
Metal Guard Rail	13,000	lin.ft.	2.50	32,500.00
Metal Median Barrier	11,000	lin.ft.	4.25	46,750.00
Type 2 Barricade	800	lin.ft.	4.50	3,600.00
Salvage and Reinstall Guard Rail	660	lin.ft.	1.50	990.00
Guide Posts, Type W-1	190	only	6.75	1,282.50
Guide Posts, Type Y-2	80	only	7.50	600.00
Guide Posts, Type Y-3	2	only	10.00	20.00
Salvaging and Stockpiling Sight Posts	50	only	2.00	100.00
Type 2 Fence	660	rods	6.50	4,290.00
Coarse Crushed Material in Base	126,000	tons	0.80	100,800.00
3/4" - 0 Material in Base	20,700	tons	0.90	18,630.00

Sprinkling	10,400 M-gals.	$ 3.00	$ 31,200.00
Preparation of Base	All Required		1,500.00
3/4" - 0 Material in Base	970 cu.yds.	2.75	2,667.50
Furnishing and Placing Aggregates	160 cu.yds.	3.00	480.00
RC-3 Asphalt	150 tons	40.00	6,000.00
120-150 Asphalt	12 tons	38.00	456.00
RS-2 Asphalt	6 tons	50.00	300.00
Asphaltic Concrete Mixture	32,900 tons	3.45	113,505.00
Asphalt in Mixture	1,810 tons	30.00	54,300.00
Asphaltic Concrete Traffic Markers	480 lin.ft.	1.00	480.00
Vertical Alternate Flashing Beacon	All Required		800.00

Retaining Walls

Shoring, Cribbing, Etc.	All Required		2,000.00
Structural Excavation	50 cu.yds.	$ 5.00	250.00
Excavation Below Elevation Shown	12 cu.yds.	5.00	60.00
Class "A" Concrete	31 cu.yds.	50.00	1,550.00
Metal Reinforcement	2,600 lbs.	0.14	364.00
Furnish Treated Timber Piling	420 lin.ft.	1.50	630.00
Drive Timber Piles	14 only	50.00	700.00

Signing

Removal of Existing Sign Installations	All Required		100.00
Furnish 8" BP 36# Steel Piling	157 lin.ft.	5.50	863.50
Drive Steel Piles	11 only	75.00	825.00
Metal Sign Posts	All Required		885.00
Wood Sign Posts	All Required		1,300.00
Type "A" Signs in Place	640 sq.ft.	8.10	5,184.00
Type "C" & "D" Signs in Place	610 sq.ft.	4.40	2,684.00
Type "E", "F" & "G" Signs in Place	44 sq.ft.	5.00	220.00
Type "J" Signs in Place	11 sq.ft.	9.20	101.20
Type "K" Signs in Place	28 sq.ft.	6.50	182.00
			$738,430.70

Flagging (57½% of Contractor's Cost)	All Required	9,000.00
Seeding and Mulching	All Required	1,600.00
Signing (Temporary)	All Required	2,000.00
RR Drain Tunnel Timber Cover	All Required	300.00
		$ 12,900.00

Utility Work

Work by UPRR Co.	All Required	$ 3,100.00
Work by Pacific Tel. & Tel. Co.	All Required	13,000.00
Work by Cascade Locks City Light	All Required	4,000.00
		$ 20,100.00

Subtotal	$771,430.70
10% Engr. & Cont.	77,142.30
Total	$848,573.00

Type Code X231
West Cascade Locks O'xing (Br. #8609)(Sta. 1887+[illegible] to Sta. 1890+10)

Shoring, Cribbing, Etc.	All	Required (16%)		$ 4,000.00
Structural Excavation	650	cu.yds.	$ 6.00	3,900.00
Excavation Below Elevation Shown	40	cu.yds.	12.00	480.00
Furnish 10" BP 42# Steel Piling	720	lin.ft.	5.00	3,600.00
Drive Steel Piles	18	only	60.00	1,080.00
Splice Steel Piles	6	only	40.00	240.00
Furnish Treated Timber Piling	3,300	lin.ft.	1.50	4,950.00
Drive Timber Piles	165	only	50.00	8,250.00
Class "A" Concrete (1194 cu.yds. at $65.00)	All	Required		77,610.00
Metal Reinforcement (264,000 lbs. at $0.13)	All	Required		34,320.00
Structural Steel (216,800 lbs. at $0.22)	All	Required		47,696.00
Metal Parapet Rail	552	lin.ft.	7.00	3,864.00
8-inch Metal Drain Pipe	40	lin.ft.	4.00	160.00
				$190,150.00

Type Code X221
Moody Ave. O'xing (Br. #8610)(Sta. 1901+83.77 to Sta. 1904+18.09)

Shoring, Cribbing, Etc.	All	Required (44%)		$ 11,000.00
Structural Excavation	540	cu.yds.	$ 6.00	3,240.00
Excavation Below Elevation Shown	30	cu.yds.	12.00	360.00
Furnish 10" BP 42# Steel Piling	8,440	lin.ft.	5.00	42,200.00
Drive Steel Piles	180	only	60.00	10,800.00
Splice Steel Piles	15	only	40.00	600.00
Class "A" Concrete (1315 cu.yds. at $65.00)	All	Required		85,475.00
Metal Reinforcement (333,770 lbs. at $0.13)	All	Required		43,390.10
Metal Parapet Rail	456	lin.ft.	7.00	3,192.00
6-inch Standard Steel Pipe	200	lin.ft.	10.00	2,000.00
8-inch Metal Drain Pipe	130	lin.ft.	4.00	520.00
				$202,777.10

Type Code X281
Hazel Street U'xing (Br. #8611)(Sta. 1927+39.60 to Sta. 1928+94.44)

Shoring, Cribbing, Etc.	All Required (8%)		$ 2,000.00
Structural Excavation	340 cu.yds.	$ 6.00	2,040.00
Excavation Below Elevation Shown	20 cu.yds.	12.00	240.00
Furnish 10" BP 42# Steel Piling	4,496 lin.ft.	5.00	22,480.00
Drive Steel Piles	64 only	60.00	3,840.00
Splice Steel Piles	8 only	40.00	320.00
Class "A" Concrete (484 cu.yds. at $65.00)	All Required		31,460.00
Metal Reinforcement (91,000 lbs. at $0.13)	All Required		11,830.00
50' to 55' Type III Prestressed Beams)	24 only	1,040.00	24,960.00
Metal Parapet Rail	620 lin.ft.	7.00	4,340.00
Concrete Slab Riprap	861 cu.yds.	8.00	6,888.00
8-inch Metal Drain Pipe	150 lin.ft.	4.00	600.00
			$110,998.00

50'-55' Prestressed Beam Quantities

Overhead	$ 200.00
Class "A-A" Concrete (7.75 cu.yds. at $56.00)	434.00
Metal Reinforcement (980 lbs. at $0.12)	117.60
Prestress Steel (640 lbs. at $0.45)	288.00
	$ 1,039.60

Type Code X221
E. Cascade Locks U'xing (Br. #8605)(Sta. 1961+03.03 to Sta. 1963+35.03)

Shoring, Cribbing, Etc.	All Required (32%)		$ 8,000.00
Structural Excavation	600 cu.yds.	$ 6.00	3,600.00
Excavation Below Elevation Shown	30 cu.yds.	12.00	360.00
Furnish 10" BP 42# Steel Piling	420 lin.ft.	5.00	2,100.00
Furnish 12" BP 53# Steel Piling	320 lin.ft.	6.00	1,920.00
Drive Steel Piles	20 only	60.00	1,200.00
Splice Steel Piles	8 only	40.00	320.00
Class "A" Concrete (1,244 cu.yds. at $65.00)	All Required		80,860.00
Metal Reinforcement (325,330 lbs. at $0.13)	All Required		42,292.90
Metal Parapet Rail	932 lin.ft.	7.00	6,524.00
6-inch Standard Steel Pipe	55 lin.ft.	10.00	550.00
8-inch Metal Drain Pipe	190 lin.ft.	4.00	760.00
			$148,486.90

Subtotal	$652,412.00
10% Engr. & Cont.	65,241.00
Total	$717,653.00

Length of Roadway - - - - - - - - - - - 3.389 Miles
Length of 4 Structures- - - - - - - - - 0.172 Mile
Total Length- - - - - - - - - - - - - - 3.561 Miles
Cost of Roadway Per Mile- - - - - - - - $250,390.38

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 848,573.00	$ 780,000.00	$ 68,573.00
Structures	717,653.00	660,000.00	57,653.00
	$1,566,226.00	$1,440,000.00	$126,226.00

MULTNOMAH COUNTY LINE-EAST CASCADE LOCKS SECTION

PROJECT NO. I-80N-2(20)39

Estimated Cost of Work by Union Pacific Railroad Company

Watchman

88 days (8 hrs. per day) at $2.15 an hour	$1,514.00
88 hrs. Overtime at $3.25 an hour	286.00
Employee Benefits, Ins., etc.	450.00
Contingencies	925.00
	$3,175.00
Use	$3,100.00

Federal Aid
Project No. I-80N-2(20)39

Oregon State Highway Department

MULTNOMAH COUNTY LINE-EAST CASCADE LOCKS SECTION OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 23, 1960

Type Code 6201
Roadway (Sta. 1306+03.69 thru Equa. 1930+02.02 = 196+24.51 to Sta. 210+00)

Clearing and Grubbing	All	Required		$ 20,000.00
Drainage Excavation, Unclassified	600	cu.yds.	$ 3.00	1,800.00
Embankment Foundation Excavation, Unclassified	1,600	cu.yds.	.75	1,200.00
General Excavation, Unclassified	503,000	cu.yds.	.45	226,350.00
Short Overhaul	1,164,000	yd.stas.	.01	11,640.00
Long Overhaul	26,600	C-yd.stas.	.35	9,310.00
Furnishing and Placing Topsoil	2,180	cu.yds.	2.00	4,360.00
Finishing Roadbed and Slopes	All	Required		3,500.00
Rounding Cutbanks	1,700	lin.ft.	.20	340.00
18-inch Corrugated Metal Pipe	170	lin.ft.	5.00	850.00
24-inch Corrugated Metal Pipe	200	lin.ft.	7.50	1,500.00
12-inch Concrete Pipe	270	lin.ft.	2.50	675.00
18-inch Concrete Pipe	280	lin.ft.	4.50	1,260.00
6-inch Perforated Metal Drain Pipe	600	lin.ft.	2.00	1,200.00
8-inch Perforated Metal Drain Pipe	360	lin.ft.	2.50	900.00
18-inch Perforated Metal Drain Pipe	110	lin.ft.	5.00	550.00
8-inch Metal Drain Pipe	110	lin.ft.	2.50	275.00
Special Backfill in Drains	180	cu.yds.	6.00	1,080.00
Salvaging Culvert Pipe	50	lin.ft.	3.00	150.00
18-inch Culvert End Sections	2	only	50.00	100.00
120-inch Structural Plate Pipe	96	lin.ft.	75.00	7,200.00
1-1/2 Inch Electrical Conduit	420	lin.ft.	1.75	735.00
Adjustment of Manholes	1	only	100.00	100.00
Class "A" Concrete in Drainage Structures	46	cu.yd.	80.00	3,680.00
Metal Reinforcement in Drainage Structures	3,400	lbs.	.14	476.00
Concrete End Pieces	1	only	50.00	50.00
Metal Guard Rail	13,000	lin.ft.	2.50	32,500.00
Metal Median Barrier	11,000	lin.ft.	4.25	46,750.00
Type 2 Barricade	800	lin.ft.	4.50	3,600.00
Salvage and Reinstall Guard Rail	660	lin.ft.	1.50	990.00
Guide Posts, Type W-1	190	only	6.75	1,282.50
Guide Posts, Type Y-2	80	only	7.50	600.00
Guide Posts, Type Y-3	2	only	10.00	20.00
Salvaging and Stockpiling Sight Posts	50	only	2.00	100.00

Type 2 Fence	660	rods	$ 6.50	$ 4,290.00
Coarse Crushed Material in Base	126,000	tons	.80	100,800.00
3/4" - 0 Material in Base	20,700	tons	.90	18,630.00
Sprinkling	10,400	M-gals.	3.00	31,200.00
Preparation of Base	All	Required		1,500.00
3/4" - 0 Material in Base	970	cu.yds.	2.75	2,667.50
Furnishing and Placing Aggregates	160	cu.yds.	3.00	480.00
RC-3 Asphalt	150	tons	40.00	6,000.00
120-150 Asphalt	12	tons	38.00	456.00
RS-2 Asphalt	6	tons	50.00	300.00
Asphaltic Concrete Mixture	32,900	tons	3.45	113,505.00
Asphalt in Mixture	1,810	tons	30.00	54,300.00
Asphaltic Concrete Traffic Markers	480	lin.ft.	1.00	480.00
Vertical Alternate Flashing Beacon	All	Required		800.00
Retaining Walls				
Shoring, Cribbing, etc.	All	Required		2,000.00
Structural Excavation	50	cu.yds.	5.00	250.00
Excavation below Elevation Shown	12	cu.yds.	5.00	60.00
Class "A" Concrete	31	cu.yds.	50.00	1,550.00
Metal Reinforcement	2,600	lbs.	.14	364.00
Furnish Treated Timber Piling	420	lin.ft.	1.50	630.00
Drive Timber Piles	14	only	50.00	700.00
Signing				
Removal of Existing Sign Installations	All	Required		100.00
Furnish 8" BP 36# Steel Piling	157	lin.ft.	5.50	863.50
Drive Steel Piles	11	only	75.00	825.00
Metal Sign Posts	All	Required		885.00
Wood Sign Posts	All	Required		1,300.00
Type "A" Signs in Place	640	sq.ft.	8.10	5,184.00
Type "C" & "D" Signs in Place	610	sq.ft.	4.40	2,684.00
Type "E", "F" & "G" Signs in Place	44	sq.ft.	5.00	220.00
Type "J" Signs in Place	11	sq.ft.	9.20	101.20
Type "K" Signs in Place	28	sq.ft.	6.50	182.00
				$733,430.70
Flagging (57½% of Contractor's Cost)	All	Required		9,000.00
Seeding and Mulching	All	Required		1,600.00
Signing (Temporary)	All	Required		2,000.00
RR Drain Tunnel Timber Cover	All	Required		300.00
				$12,900.00
Utility Work				
Work by U.P.R.R. Co.	All	Required		$ 3,100.00
Work by Pacific Tel & Tel Co.	All	Required		13,000.00
Work by Cascade Locks City Light	All	Required		4,000.00
				$ 20,100.00
	Subtotal			$771,430.70
	10% Engr. & Cont.			77,142.30
	Total			$848,573.00

Type Code X231
West Cascade Locks O'xing (Br. #8609)(Sta. 1887+34 to Sta. 1890+10)

Shoring, Cribbing, etc.	All	Required (16%)		$	4,000.00
Structural Excavation	650	cu.yds.	$ 6.00		3,900.00
Excavation below Elevation Shown	40	cu.yds.	12.00		480.00
Furnish Treated Timber Piling	4,810	lin.ft.	1.50		7,215.00
Drive Timber Piles	205	only	50.00		10,250.00
Class "A" Concrete (1,188 cu.yds. at $65.00)	All	Required			77,220.00
Metal Reinforcement (264,000 lbs. at $0.13)	All	Required			34,320.00
Structural Steel (216,800 lbs. at $0.22)	All	Required			47,696.00
Metal Parapet Rail	552	lin.ft.	7.00		3,864.00
8-inch Metal Drain Pipe	40	lin.ft.	4.00		160.00
				$	189,105.00

Type Code X221
Moody Ave. O'xing (Br. #8610)(Sta. 1901+83.77 to Sta. 1904+13.09)

Shoring, Cribbing, etc.	All	Required (44%)		$	11,000.00
Structural Excavation	540	cu.yds.	$ 6.00		3,240.00
Excavation Below Elevation Shown	30	cu.yds.	12.00		360.00
Furnish 10" BP 42# Steel Piling	8,440	lin.ft.	5.00		42,200.00
Drive Steel Piles	180	only	60.00		10,800.00
Splice Steel Piles	15	only	40.00		600.00
Class "A" Concrete (1315 cu.yds. at $65.00)	All	Required			85,475.00
Metal Reinforcement (338,470 lbs. at $0.13)	All	Required			44,001.10
Metal Parapet Rail	456	lin.ft.	7.00		3,192.00
6-inch Standard Steel Pipe	200	lin.ft.	10.00		2,000.00
8-inch Metal Drain Pipe	130	lin.ft.	4.00		520.00
				$	203,388.10

Type Code X231
Hazel Street U'xing (Br. #8611)(Sta. 1927+39.60 to (Sta. 1928+94.44)

Shoring, Cribbing, etc.	All	Required (8%)		$	2,000.00
Structural Excavation	340	cu.yds.	$ 6.00		2,040.00
Excavation below Elevation Shown	20	cu.yds.	12.00		240.00
Furnish 10" BP 42# Steel Piling	4,496	lin.ft.	5.00		22,480.00
Drive Steel Piles	64	only	60.00		3,840.00
Splice Steel Piles	8	only	40.00		320.00
Class "A" Concrete (484 cu.yds. at $65.00)	All	Required			31,460.00
Metal Reinforcement (91,000 lbs. at $0.13)	All	Required			11,830.00

50' to 55' Type III Prestressed Beams	24 only	$1,040.00	$ 24,960.00
Metal Parapet Rail	620 lin.ft.	7.00	4,340.00
Concrete Slab Riprap	861 cu.yds.	8.00	6,888.00
8-inch Metal Drain Pipe	150 lin.ft.	4.00	600.00
			$ 110,998.00

50' - 55' Prestressed Beam Quantities

Overhead	$ 200.00
Class "A-A" Concrete (7.75 cu.yds. at $56.00)	434.00
Metal Reinforcement (980 lbs. at $0.12)	117.60
Prestress Steel (640 lbs. at $0.45)	288.00
	$1,039.60

Type Code X221
E. Cascade Locks U'xing (Br. #8605)(Sta. 1961+03.03 to (Sta. 1963+35.03)

Shoring, Cribbing, etc.	All Required (32%)		$ 8,000.00
Structural Excavation	600 cu.yds.	$ 6.00	3,600.00
Excavation below Elevation Shown	30 cu.yds.	12.00	360.00
Furnish 10" BP 42# Steel Piling	420 lin.ft.	5.00	2,100.00
Furnish 12" BP 53# Steel Piling	320 lin.ft.	6.00	1,920.00
Drive Steel Piles	20 only	60.00	1,200.00
Splice Steel Piles	8 only	40.00	320.00
Class "A" Concrete (1,244 cu.yds. at $65.00)	All Required		80,860.00
Metal Reinforcement (319,050 lbs. at $0.13)	All Required		41,476.50
Metal Parapet Rail	932 lin.ft.	7.00	6,524.00
6-inch Standard Steel Pipe	55 lin.ft.	10.00	550.00
8-inch Metal Drain Pipe	190 lin.ft.	4.00	760.00
			$ 147,670.50
	Subtotal		$ 651,161.60
	10% Engr. & Cont.		65,115.40
	Total		$ 716,277.00

Length of Roadway - - - - - - - - - - - - - 3.389 miles
Length of 4 Structures - - - - - - - - - - 0.172 mile
Total Length - - - - - - - - - - - - - - - 3.561 miles
Cost of Roadway per mile - - - - - - - - $250,390.38

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 848,573.00	$ 780,000.00	$ 68,573.00
Structures	716,277.00	658,000.00	58,277.00
	$1,564,850.00	$1,438,000.00	$126,850.00

MULTNOMAH COUNTY LINE-EAST CASCADE LOCKS SECTION

Project No. I-80N-2(20)39

Estimated cost of work by Union Pacific Railroad Company

Watchman

88 days (8 hrs. per day) at $2.15 per hour	$1,514.00
88 hours Overtime at $3.25 per hour	286.00
Employee Benefits, Insurance, etc.	450.00
Contingencies	925.00
	$3,175.00
Use	$3,100.00

FORM E-30X—50M—1-65 SP*6418-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 11, 1965

5829

SUBJECT: Salvaged Materials
Interstate Projects

To:

Mr. L. W. Fullen
Division Engineer
State Highway Department
P. O. Box B2157
Portland, Oregon 97202

Office Engineering has requested that we furnish information concerning the value and location of items salvaged on the following listed projects:

DODSON-BONNEVILLE SECTION, Contract No. 5950, I-80N-2(22)33

Bid Item No. 56 - Removal of Existing Sign Installations.

DODSON-BONNEVILLE SECTION, Contract No. 5718, I-80N-2(19)33

Bid Item No. 46 - Salvage 6-inch Water Valve - 1 Only

MULTNOMAH CO. LINE-EAST CASCADE LOCKS SECTION, Contract No. 5829, I-80N-2(20)39

Bid Item No. 19, Salvage Culvert Pipe (208 feet were salvaged, but 196 feet were reinstalled. Need location of 12 feet not accounted for in notes. See attached sheet.)

Bid Item No. 34 - Salvage and Stockpile Sight Posts - 39 Only

Bid Item No. 78 - Removal of Existing Sign Installations

The value of these salvaged items must be credited to the project if they were stockpiled. Please determine the location and value of these salvaged items and supply this office with your findings.

DBS:lp
Attach.
cc F. B. Klaboe
L. H. Young

F. D. Morgan
Construction Engineer

RECEIVED
APR 27 1965
FOR FILING

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : ~~Mr. Forrest~~ Cooper, State Highway Engineer
Salem, Oregon

DATE: April 20, 1965

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-80N-2(20)39 Mult. Co. Line-E. Cascade Locks
Oregon I-80N-2(28)41 Cascade Locks
Signing

Our letter to you dated July 17, 1964 concerned the signing on Multnomah Co. Line-E. Cascade Locks section of the Columbia River Highway. Mr. Edwards' letter to this office dated July 29 gave the background that led up to the modification of the contract signing.

We have now been requested to accept project I-80N-2(28)41 Cascade Locks bypass roadside improvement.

Policy and Procedure Memorandum 21-15 dated June 16, 1964, paragraph 6b, outlines our responsibility concerning compliance to the Manual of Uniform Traffic Control Devices and/or the Interstate Sign Manual. Since the Interstate Sign Manual governs the highway sign in question, the Interstate Sign Manual takes precedence as stated in paragraph 3a of the aforementioned PPM.

Provision is made on page 24 (Other Guide Signs) of the Interstate Sign Manual for installation of additional signing that may be required to provide additional information regarding destinations accessible from an interchange. Interpretation Memorandum No. 61-23 provided for the use of the word "Only" at a situation where the driver was confronted with a lane drop at an exit ramp. The use of the word "Only" on signs for situations not outlined in the aforementioned memo will tend to diminish the effectiveness of its use at a lane drop situation.

Before the Cascade Locks Landscape project may be accepted it will be necessary that the sign in question be made to conform to the Interstate Sign Manual.

REFERRED TO
Young
Date: ________ By: ________
For: Mr. E will have sign corrected immediately
Due Date: so please request acceptance immediately

[illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

7

orig to Young
4-22-65

RECEIVED
APR 19 1965
FOR FILING

April 15, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

We are sending five copies of revised as constructed plan sheets No. 6 for the Multnomah Co. Line-E. Cascade Locks Section, Project No. I-80N-2(20)39; and five copies of revised as constructed plan sheets No. 3 for the Cascade Locks Section, Project No. I-80N-2(11)41. Included in the submission are two copies of revised right of way plans, Sheets No. 2, 3 and 4, for the Cascade Locks Section, Project No. I-80N-2(12)41.

We request that one copy of revised right of way plan sheets be returned approved for our files if found to be satisfactory.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CL:ia

RECEIVED
FEB 5 - 1965

FOR FILING

[illegible]

[illegible]
[illegible]

[illegible] [illegible] [illegible] [illegible] [illegible] [illegible] at the lab to take the following steps:

1. To determine by use of [illegible], by means of a series of tests on signs which we know to be satisfactory, what the actual meter reading should be.

2. To establish by a factory test or check what the [illegible] reading should be at the [illegible] of the [illegible] period. This would be primarily based on readings of material which we consider to be [illegible].

3. To determine by spot [illegible] readings on the signs which [illegible] reported as unsatisfactory.

4. To determine where they fall in the sliding scale established under Points 1 and 2 above.

5. To give us the data which will then be turned over to the Legal Division for such action as is necessary.

6. A separate category of failures will involve the [illegible] which are [illegible]. They can be carried out as a separate unit of work. [illegible] establish and submit for my approval a basis for determining failure of a [illegible] sign. This will require [illegible] with the [illegible] of [illegible] any [illegible] which has [illegible] fails to deliver the sign message which it was designed to impart.

Attachment

[illegible]
[illegible]
Assistant State Highway Engineer

cc [illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

FORM E-30 50M 5-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 22, 1965

SUBJECT:

To:

Mr. Tom Edwards
Assistant State Highway Engineer
DEPARTMENT

Herewith report on defective porcelain enamel signs completed the latter part of December 1964. This represents the second report made on defective enamel signs in 1964. I am conducting this inspection every six months.

I am submitting all copies of this report to you since no action has been taken on previous reports to enforce the warranties. Perhaps a review of our position should be taken prior to transmitting of this report to those concerned.

Please advise if any change is requested in this procedure.

Robert R Bothman
R. N. Bothman
Sign Engineer

RNB:nk
attachment

cc: E. S. Hunter

FORM E-90 25M 9-61 83815

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 20, 1965

SUBJECT: Defective Porcelain Enamel Sign Replacement

Mr. George Rohde
To: XXXXXXXXXXXXXXXXXXXX
Chief Counsel
DEPARTMENT

On the following contract, the signs listed below have proven to be defective. We recommend that the manufacturer be required to replace these signs in accordance with the terms of the guarantee:

SECTION Multnomah County Line - E. Cascade Locks
HIGHWAY Columbia River I-80-N
CONTRACT NO. 5829 GUARANTEE NO. III
CONTRACTOR Vernie Jarl

MANUFACTURER Bradley Procelain Products
500 Taylor
Missoula, Montana

DATE MANUFACTURED March 1962

SIGN NO.	TED DWG. NO.	STATION	MESSAGE	FAILURE REPORTED
3	S 137	1817+50	US30 EAST CASCADE LOCKS EXIT 1 MILE	October 1963
4	S 137	1873+05	US30 EAST CASCADE LOCKS	October 1963
D-1-60	S 137	1879+70	EXIT	October 1963
3	S 169	1901+80	MOODY ST	October 1963
5	S 169	1927+35	HAZEL ST	October 1963

Fading and discoloration are the cause of all reported failures.

ORIGINAL SIGNED BY R. N. BOTHMAN

R. N. Bothman
Sign Engineer

RNB:nk

cc: Tom Edwards ✓
Traffic Engineer
Maintenance Engineer
Division Engineer **Div. I**

RECEIVED
1965

FORM 734-122X 50M 8-64
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

5139

January 6, 1965

322

Mr. Herbert Wenzel
City Administrator
City of Cascade Locks
Cascade Locks, Oregon

Dear Sir:

We are enclosing twosets of the "As Constructed" plans for the following projects:

Multnomah County Line-Cascade Locks Section, Contract No. 5829, Sheets No. 4, 5, 5A, 6, 7, 8, 8A, 8B, 9.

Cascade Locks Section, Contract No. 5639. Sheets No. 3, 4, 5, 5A.

The above information was requested in your letters of December 30 and 31, 1964.

Very truly yours,

F. D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

Enc.
GCW:fp
cc L. P. Shaw

MILDRED FREDRICH
Recorder-Treasurer

CITY OF CASCADE LOCKS
CASCADE LOCKS, OREGON
Municipal Owned Water, Light and Power

HERBERT WENZEL
City Administrator

December 31, 1964

Shaw

Please handle

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cooper:

In reference to the City Administrator's letter of December 30, 1964, I would like to clarify our problem here.

The Interstate freeway 80N section located in Cascade Locks has two overpasses (one located at Hazel Street, one at Moody Avenue). The surplus water collected between these points on the freeway drained onto the city streets. This combined with our own drainage created a flooding condition.

It is felt that a better arrangement of drainage systems could be developed to eliminate reoccurance of this flooding. With the aid of the State's Engineering drawings of the drain system in the above mentioned areas, we will make a study and recommend to the city officials the steps necessary if any, to correct the problem.

Any assistance your office can give us on this matter would be appreciated, primarily in supplying necessary drawings.

Yours very truly,

Neal M. Wenzel

Neal M. Wenzel
Assistant Administrator-
Engineer

Porter

NOTED
LLOYD P. SHAW

CONSTRUCTION DIVISION
JAN [illegible] 1965

MILDRED FREDRICH
Recorder-Treasurer

CITY OF CASCADE LOCKS
CASCADE LOCKS, OREGON

HERBERT WENZEL
City Administrator

Municipal Owned Water, Light and Power

December 30, 1964

REFERRED TO
Shaw

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cooper:

Due to the extreme emergency we are in dire need of State Highway plans for the drains off the freeway into Cascade Locks. Will you please send us these plans immediately? Almost all of the flooding in Cascade Locks is due to the drainage system off the freeway at Moody Avenue and in that vicinity.

This is very urgent.

Yours very truly,

Herbert Wenzel
Herbert Wenzel
City Administrator

Porter

CONSTRUCTION DIVISION
RECEIVED
JAN 5 1965
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE CCE

RECEIVED
JAN - 4 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 30 1964

FOR FILING
[illegible]
[illegible]

July 24, 1964

Elizabeth Division
Elastic Stop Nut Corporation of America
1027 Newark Avenue
Elizabeth, New Jersey, 07207

Attention: Mr. Charles F. Jones
Asst. Secretary

Gentlemen:

This will acknowledge receipt of your claim letter of July 20, advising that the Foress Company, subcontractor, owes you for reflective sign material in the amount of $903.25. You state that this is in connection with State Highway Contract No. 5829 with Vernie Jarl for grading, paving, structures, and signing on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County.

The General Insurance Company of America, through Dooly & Co., Board of Trade Building, Portland 4, Oregon, furnished the performance bond, which was given to assure completion of the contract and payment of all bills incurred in it.

The contract was completed November 30, 1962, and accepted by the Highway Commission on February 26, 1963.

We will advise the surety and the contractor of the receipt of your claim letter and will also forward the letter to the Secretary of State for filing.

Yours very truly,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

By C. W. Head, Asst. Secretary

NOTED ON CARD

CC:
General Insurance Co. of America
Portland Service Office
209 S. W. 4th Ave.
Portland 4, Oregon

Vernie Jarl
P. O. Box 507
Gresham, Oregon

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon
Please acknowledge receipt of this claim on the enc. copy of this letter.

Dooly & Co.
Board of Trade Building
Portland 4, Oregon

Commissioners

RECEIVED
JUL 30 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 24, 1964

Elizabeth Division
Elastic Stop Nut Corporation of America
1027 Newark Avenue
Elizabeth, New Jersey, 07207

Attention: Mr. Charles P. Jones
Asst. Secretary

Gentlemen:

This will acknowledge receipt of your claim letter of July 20, advising that the Foress Company, subcontractor, owes you for reflective sign material in the amount of $903.25. You state that this is in connection with State Highway Contract No. 5829 with Vernie Jarl for grading, paving, structures, and signing on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County.

The General Insurance Company of America, through Dooly & Co., Board of Trade Building, Portland 4, Oregon, furnished the performance bond, which was given to assure completion of the contract and payment of all bills incurred in it.

The contract was completed November 30, 1962, and accepted by the Highway Commission on February 26, 1963.

We will advise the surety and the contractor of the receipt of your claim letter and will also forward the letter to the Secretary of State for filing.

RECEIVED
JUL 29 1964
OREGON
STATE HIGHWAY COMMISSION

Yours very truly,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

C. H. Head

By C. H. Head, Asst. Secretary

File No. 4086

FILED
JUL 2 [illegible]
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
JUL 28 1964
HOWELL APPLING, JR.
SECRETARY OF STATE

BN

CC:
General Insurance Co. of America
Portland Service Office
209 S. W. 4th Ave.
Portland 4, Oregon

Vernie Jarl
P. O. Box 507
Gresham, Oregon

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Dooly & Co.
Board of Trade Building
Portland 4, Oregon

NOTED ON CARD

Please acknowledge receipt of this claim on the enc. copy of this letter.

ESNA
ELIZABETH DIVISION
ELASTIC STOP NUT CORPORATION OF AMERICA
1027 NEWARK AVENUE • ELIZABETH, N.J. 07207 • EL 2-2900 TWX ELIZ NJ 1673

July 20, 1964

Mr. Forrest Cooper
State Highway Engineer
State Highway Commission
State Highway Building
Salem, Oregon 97310

Subject: Oregon Project 5829
Multonomah County Line - East Cascade Locks

Dear Sir:

Please be advised that we have supplied reflective sign material for use on the subject project, for which our payment has not been received. We furnished supplies to the Foress Company, Corvallis, Oregon, which we understand to be a subcontractor to Vernie Jarl, Post Office Box 507, Gresham, Oregon.

Following are the details of our transaction with the Foress Company:

DATE	OUR	AMOUNT
6/12/62	9-8287	$759.85
7/17/62	9-8833	95.25
7/27/62	9-8833	48.15
		$903.25

Your acknowledgment and comment on this matter will be greatly appreciated.

Very truly yours,

Charles P. Jones

Charles P. Jones
Assistant Secretary

CPJ/ccc

RECEIVED
JUL 23 1964
OREGON
STATE HIGHWAY COMMISSION

AGASTAT® TIMING INSTRUMENTS • STIMSONITE® SIGNAL PRODUCTS • MARINE SIGNAL DEVICES

RECEIVED
JAN 30 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 10, 1964

Bradley Porcelain Products
500 Taylor
Missoula, Montana

Re: Replacement of Defective
Porcelain Enamel Signs

Gentlemen:

We are advised that six porcelain enamel signs of your manufacture, located on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway, I-80-N, have proven defective as shown by excessive fading and discoloration, contrary to the provisions of your guarantee. These signs were manufactured in March, 1962, and were installed by Vernie Jarl, under Contract No. 5829, and are further identified as follows:

Message	Station
Bridge of the Gods Next Exit	1846+90
US30 East-Cascade Locks Exit 1 Mile	1817+50
US30 East-Cascade Locks	1873+05
Exit	1879+70
Moody Street	1901+80
Hazel Street	1927+35

This letter constitutes a formal demand that you replace each of the defective signs above designated, without expense to the State of Oregon, pursuant to your guarantee.

Very truly yours,

L. I. Lindas
Chief Counsel

By

ALAN H. [illegible]
Staff Attorney

AHJ:jm
cc: Tom Edwards
F. B. Crandall
E. S. Hunter
A. F. Johnson
R. N. Rothman
L. I. Lindas
Vernie Jarl

RECEIVED
JAN 13 1964
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]
JAN 13 1964
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 10, 1964

SUBJECT: Redesignation Resolution
Cascade Locks Highway No. 283
City of Cascade Locks &
Hood River County

To: Mr. Floyd Query
Commission Secretary
OFFICE

Attached are five copies of the subject redesignation resolution.

The relocated Cascade Locks By-pass Section of the Columbia River Highway was completed in November, 1962, under Contract #5829.

The resolution has been checked by this office and may be cleared in its entirety.

P. B. Arensmeier
Mapping & Records Engineer
County & City Division

PBA:mm
Att.

cc: L. P. Shaw

[illegible]
LLOYD P. SHAW

RECEIVED
JAN 10 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 2 1963
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 15, 1963

SUBJECT: Defective Porcelain Enamel Sign Replacement

To: Mr. Leonard I. Lindas
Chief Counsel
DEPARTMENT

On the following contract, the signs listed below have proven to be defective. We recommend that the manufacturer be required to replace these signs in accordance with the terms of the guarantee:

SECTION Multnomah County Line - E. Cascade Locks
HIGHWAY Columbia River I-80-N
CONTRACT NO. 5829 GUARANTEE NO. III
CONTRACTOR Vernie Jarl
MANUFACTURER Bradley Porcelain Products
800 Taylor
Missoula, Montana
DATE MANUFACTURED March 1962

SIGN NO.	TED DWG. NO.	STATION	MESSAGE	FAILURE
1	S 137	1846+90	BRIDGE OF THE GODS NEXT EXIT	Excessive Fading
3	S 137	1817+50	US30 EAST-CASCADE LOCKS EXIT 1 MILE	Excessive Fading
4	S 137	1873+05	US30 EAST-CASCADE LOCKS	Excessive Fading
D-1-60	S 137	1879+70	EXIT	Excessive Fading & Discoloration
3	S 169	1901+80	MOODY ST	Excessive Fading
5	S 169	1927+35	HAZEL ST	Excessive Fading

R. N. Bothman
Sign Engineer

ORIGINAL SIGNED BY R. N. BOTHMAN

RNB:nk

cc: Tom Edwards ✓
Traffic Engineer
Maintenance Engineer
Division Engineer

RECEIVED
NOV 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
NOV 12 1963
FOR FILING

November 7, 1963

General Insurance Company of America
Northwest Division
4347 Brooklyn Ave. N. E.
Seattle 5, Wn.

Attention: Mr. Richard H. Ericson

Gentlemen:

This is in reply to your letter of November 6 concerning the two conflicting reports from this office in regard to the final contract price on the Vernie Jarl Contract No. 5829 for grading, paving, structures and signing on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County.

The final contract price of $1,568,229.37 which was given to you on your status inquiry form on October 18 was in error. This figure was based upon the first post-final payment, which information was forwarded to you in our letter of August 13, 1963.

Our letter to you of September 3 gives the correct amounts, as follows:

Second post-final payment - $18,711.99.
Total amount paid on this contract - $1,586,941.36.

Yours very truly,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By C. W. Head, Asst. Secretary

CC
General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

NOTED ON CARD

CWH:fp

SAFECO®LIFECO®GENERAL
INSURANCE

[illegible] CAMPBELL *president* *Home office* | *Seattle, Washington*

NORTHWEST DIVISION *4347 Brooklyn Avenue N.E., Seattle 5, Washington–Telephone ME 3-0622*

November 6, 1963

Mr. C. W. Head
Assistant Secretary
State of Oregon
State Highway Department
Salem 10, Oregon

Dear Mr. Head:

Vernie Jarl - Bond #47505
Contract #5829

We have received two conflicting reports from your office regarding the final contract price on this project. I have attached copies of these reports.

Since a premium adjustment is necessary on this case, we would appreciate you clearing up for us which, if either, of the two amounts is in fact the total final contract price for project #5829.

We will appreciate your cooperation in this matter.

Very truly yours,

Richard H. Ericson

Richard H. Ericson
Surety
dh
Enc.

RECEIVED
NOV - 7 1963
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

SURETY DEPARTMENT
GENERAL INSURANCE COMPANY OF AME

STATUS INQUIRY

OCT 21 1963

Contractor: Vernie Jarl
Date: OCT 14 1963

Address: Gresham, Oregon
Bond Number 427505

Description of Contract — Include location and owner's contract number: Contract #5829, Grading, Paving, structures & signing, Multnomah County Line East Cascade Locks, Columbia River Highway, Hood River County, Oregon

State of Oregon
Highway Commission
Salem, Oregon

Contract Price $ 1,365,736.00

Bond(s) $ Same

Owner: State of Oregon

Effective date 12-28-60

Without prejudicing your right or affecting our liability under our bond(s) described above, we would appreciate such of the following information as is now available.

Very truly Yours,
GENERAL INSURANCE COMPANY OF AMERICA
W. L. Campbell PRESIDENT

---

1. IF CONTRACT COMPLETED PLEASE STATE .... Approximate date of completion and/or acceptance Comp: 11-30-62 Accepted: 2-26-63
Final contract price $1,568,229.37

2. IF CONTRACT UNCOMPLETED PLEASE STATE .... Approximate percentage or dollar amount of contract completed or delivered
Sales Tax
Total

Probable date of completion

3. Do you know of any unpaid bills for labor or material? (Check) ☐ Yes ☒ No

Canc. 2/26/3
APA

4. Remarks: (if any) ask Dick about this

OREGON STATE HIGHWAY COMM.

RETURN THIS COPY TO SURETY
Date OCT 18 1963
Signature C. N. Heal
Title Ass.t Secretary

S-60 R1 9/62

Should be
#1,586,941.36

FORM S-139

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
[redacted] R. L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

SEP 4 196

SEP 5 1963

Phil

SEP 4 1963 ✓ C/2 7505

Cancelled 2-26-63

RB

Cont. Amt. charged on - $1,566,476.93

September 3, 1963

General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

A post-final payment of $18,711.99 will be made to Vernie Jarl on Contract No. 5829 for grading, paving, structures and signing on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County, as soon as the warrant is prepared.

The total amount paid on this contract will be $1,586,941.36, including the post-final payment. Of the total, $58,311.62 is for force account work.

Yours very truly,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

C. W. Head.

By C. W. Head, Asst. Secretary

CC:
Vernie Jarl
P. O. Box 507
Gresham, Oregon

Joy - re Open - Please for Status

10/63

for [illegible] will [illegible] another adjustment.

RECEIVED
SEP 4 1963

FOR FILING

September 3, 1963

General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

A post-final payment of $18,711.99 will be made to Vernie Jarl on Contract No. 5629 for grading, paving, structures and signing on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County, as soon as the warrant is prepared.

The total amount paid on this contract will be $1,586,941.36, including the post-final payment. Of the total, $98,311.62 is for force account work.

Yours very truly,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By C. R. Head, Asst. Secretary

CC:
Vernie Jarl
P. O. Box 507
Gresham, Oregon

C. H. Maison
Attn.: John Herr

fp

NOTED ON CARD

fp

RECEIVED
AUG 19 1963
FOR FILING

PART II. CONTRACTOR'S REJECTION

TO THE STATE HIGHWAY COMMISSION:

By executing the attached voucher calling for payment of the sum of Nine thousand one hundred eighty & 10/100 Dollars

5829 ($9,180.10), Vernie Jarl
(Name of Contractor)
does not acknowledge or accept the sum therein stated, together with prior payments, as payment in full for work performed and materials furnished to the OREGON STATE HIGHWAY COMMISSION under Contract No. 5829,

dated 12/28, 1960, for Grading, Paving, Structures & Signing

and notice is hereby given that Vernie Jarl

reserves the right to sue the STATE OF OREGON, by and through its STATE HIGHWAY COMMISSION, in accordance with the provisions of said contract.

Vernie Jarl
Contractor

By Vernie Jarl

Title owner

Instructions: To obtain payment on the attached voucher, the contractor need only return the voucher and this attached form to the State Highway Department, Salem, Oregon, with the certificate on the back of the voucher properly executed and with either Part I or Part II of this form also properly executed. Execute only one of the two parts.

The above amount settles our claim with the State of Oregon on this project but our sub-contractor Hannan Bros. Co. has a claim pending.

RECEIVED
APR 9 - 1963

FOR FILING

5829

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 5, 1963

SUBJECT: Signing
Multnomah County Line -
E. Cascade Locks Sec.
Columbia River Hwy. #2

To: F. B. Crandall
Traffic Engineer
DEPARTMENT

Reference is made to your assignment of March 18 to L. E. George relative to the subject signing. The advance Exit signs were installed on April 3, 1963.

Guy Shough

Guy Shough. Shuff.
Sign Superintendent

GS:rk

cc: Tom Edwards ✓

NOTED
TOM EDWARDS

RECEIVED
APR 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 5 - 1963

FOR FILING

I-[illegible]N 2(22)39

5829

March 4, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed November [illegible], 1962, on contract 5829. The contract was with Vernie Jarl and was for grading, paving, structures, and signing on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 26, 1963, and that you concur in this procedure at the Commission meeting on March 14.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:ajw bbc

RECEIVED
FEB 26 1963
FOR FILING

11-2(20)

Salem, Oregon
February 26, 1963

Acceptance of Contract

Mr. Lloyd Shaw
Asst. State Highway Engineer
OFFICE

All work on the following contract is satisfactorily completed. It is ready for acceptance by the State Highway Commission:

Contract No. 5629 with Vernie Jarl for grading, paving, structures and signing on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood R. County, completed November 30, 1962.

L. H. Young
Office Engineer

DEF:bb

cc: Floyd Query
C. H. Nelson
F. D. Morgan

RECEIVED
FEB 19 1963
FOR FILING

[illegible]

154

February 18, 1963

Mr. C. H. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee
Portland 17, Oregon

Dear Sir:

We have received approval from the Federal Bureau of Public Roads to reimburse the Union Pacific Railroad Company in an estimated amount of $680 for repairs to the Railroad's drain tunnel R-3 west of Cascade Locks. This clears the matter as far as the Highway Department is concerned for you to perform the work at your convenience and to bill the Department in accordance with PPM 30-3.

A copy of the authorization is attached for your records.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:mm
attach.

cc Mr. Forrest Cooper
Mr. F. D. Morgan
Mr. A. E. Johnson

FORM E-30 50M 9-62 43909

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 14, 1963

SUBJECT: Repair of UPRR Drain Tunnel
Multnomah Co. Line-Cascade Locks Sec.
Columbia River Highway
Contract No. 5829

To:

Mr. R. L. Porter
Deputy State Highway Engineer
BUILDING

While we were drilling holes for drainage and exploration at the West Cascade Locks Interchange slide area (also known as Ruckles Slide), damage was done to the railroad drainage tunnel timbers by drilling into the tunnels. This has been called to our attention by the Union Pacific Railroad, and we have written an Order for State Force Work under which we propose to reimburse and Union Pacific Railroad for doing this repair work with their own forces. Two prints of the approved order are attached.

It is recommended that the Union Pacific Railroad be notified that we have approved this order, and that they may proceed with the work at their earliest convenience. A rough draft to Union Pacific is attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

CHB:fp
Attach.
cc A. E. Johnson

[illegible] 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Form A-105—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPROVED
Contingent upon [illegible] of
project agreement if additional
[illegible]
FEB 5 1963
U.S. Bureau of Public Roads

APPLYING TO CONTRACT PROJECTS

Order No. 11

Project Name Multnomah Co. Line-E. Cascade Locks Date February 4, 1963

Highway Columbia River Contract No. 5829 F. A. Project No. I-80N-2(20)39

County Hood River Prefix 614-1044 Account No. 285

Description of Work To Be Done:

Instal additional Timber Sets in U.P.R.R. Tunnel No. R-3 at West Cascade Locks Interchange

Work to be done by UPRR forces.

Location by Station Numbers:

Rt. of Sta. 1888+70

Estimate of Quantities and Costs:

Labor and Equipment Rental	$565.00
Materials	115.00
Total	$680.00

Explanation:

This work required by UPRR to reinforce timbered tunnel lining where drill holes entered tunnel. This work has not been done.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 1,773,197.72
Present estimate of project cost, including $ 680 for work under this order	$ 1,788,400.08
Expected ~~underrun~~ over-run (amount)	$ 14,202.36
Expected ~~underrun~~ over-run (per cent)	0.8%

Space to right of this line is for use of Salem Office

Submitted by: M. M. Stump, Resident Engineer

Approval Recommended: /s/ G. L. Decker, Asst. Construction Engineer ~~or Bridge Engineer~~

Approval Recommended: /s/ C. T. Keasey, Asst. Division Engineer

Approved: /s/ L. H. Young, ~~Deputy State Highway Engineer~~ Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
FEB 11 1963

FOR FILING

[illegible]

4129

February 8, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 11, Account No. 285, covering the repair of U.P.R.R. drainage tunnel No. N-3 on the Multnomah County Line-E. Cascade Locks Section of the Columbia River Highway in Hood River County, Contract No. 5829, in connection with Federal-Aid Project No. I-80N-2(20)39.

During drilling operations on the Ruckles slide area by State crews for slide correction, holes were bored in an attempt to drain water into this tunnel. Some damage was done to the timber lining in the process. Copies of letters from the U.P.R.R. and our Assistant Division Engineer covering the circumstances in more detail are attached. Photographs of the entry holes, noted in Mr. Keeney's letter are not included. The work is to be done by the Railroad Company's forces.

The total estimated amount of the order is $680 with Federal participation of $612.

Your approval of the order under the provisions of PPM 30-3 on actual cost basis is requested. Approval has been verbally recommended by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. R. Young
Office Engineer

DBP:lt

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 25, 1963

Section Mult. Co. Line-E. Cascade Locks

Kind of work Grading, Paving, Structures, Signing

Highway Columbia River County Hood River

Section prefix 614-1044

Contractor Vernie Jarl

Contract number 5829

Date of contract Dec. 28, 1960

Specified work days 153

Date work started Dec. 27, 1960

Work days used 141

Project authorization $1,773,197.72

Exclusive of engineering $1,634,984.84

Per cent of time elapsed 92 % %

Estimated cost of completed project, exclusive of engineering $ 1,635,054.03

Estimated per cent overrun or underrun 1 % %

Per cent of contract completed, based on estimated cost 100 % %

Engineering authorization $ 138,302.88

Engineering cost to date $ 152,666.05 110 % %

Date project was completed Nov. 30, 19~~63~~ 62

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Bridge data was received Thursday and the Semi-final estimate completed Friday.

Semi-final estimate and supporting data submitted to the Division Office Friday, January 25, 1963.

NOTED
LLOYD P. SHAW

JAN 28 1963

Final report.

Signed M.M. Stirney

Address PO Box 617, Hood River, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.23	3.39		0.64	3.39
Miles partially completed					
Miles completed	2.23	3.39		0.64	3.39
Total estimated quantities (contract)	503,000 CY	142,670 Ton		160 Ton	32,900 Ton
Total quantities corrected to date	639,700	163,331		270	34,729
Estimated quantities moved or placed to date	"	"		"	"
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
DEC 28 1962
FOR FILING

5829

December 27, 1962

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

re: Completion Erosion Control Work
Multnomah Co. Line-E. Cascade Locks
Columbia River Highway
Contract #5829
FAP I80N-2(20)39

Dear Mr. Parsons:

The erosion control work on the subject job, authorized in order for State force work dated August 29, 1961 was completed November 21, 1962.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
L. H. Young
Office Engineer

EAH:ls

cc: Doug Parkes
Landscape
Construction
A. E. Johnson

RECEIVED
DEC 18 1962
FOR FILING

5829

Salem, Oregon
December 17, 1962

Mr. F. D. Morgan
Construction Engineer

OFFICE

This is to advise you that work was completed on November 30, 1962, on Contract No. 5829, Multnomah County Line-East Cascade Locks Section, in Hood River County.

We request that your office return a signed copy of this letter listing any conditions below which would prevent acceptance of the project by the Highway Commission.

L. H. Young
Office Engineer

Construction Division
Office Endorsement

Date:_______________

Conditions noted on above date:

Construction Engineer

DEP:mmb

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FOR FILING
5879

477 Cottage Street N.E.
Salem, Oregon

December 4, 1962

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

08-35.5 A. W. Parsons, Division Engineer BY: L. R. Hecklund
Salem, Oregon Administrative Manager

Oregon Project I-80N-2(20)39
Mult. Co. Line-E. Cascade Locks Section
Progress voucher No. 10
Net amount claimed, $10,722.00

The subject voucher, covering the claim of the Pacific Northwest Bell Co., has been approved in the reduced amount of $9,802.00. Deduction has been made in accordance with the attached Schedule of Exceptions, Item No. 1.

Total deduction	$1,011.44
Federal aid pro-rata claimed	91%
Net deduction in even dollars,	$ 920.00

In the event you disagree with the deduction made, it will be necessary to present a reclaim in accordance with Instructional Memorandum 4-1-61.

Attach.

RECEIVED
DEC 5 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

original to Young
with attachment
12-5-62

RECEIVED
DEC 5 1962
FOR FILING

2/69

December 4, 1962

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 30, 1962, on Contract No. 5889, Multnomah County Line-East Cascade Locks Section in Hood River County, in connection with Federal-aid Project No. I-80N-2(30)39.

We request that your office inspect the contract work and return a signed copy of this letter listing any conditions below which would prevent your final acceptance of the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. R. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement; Date:________________

Conditions noted on above date:

A. M. Parsons
Division Engineer

cc BPR—H. Cox

RECEIVED
DEC 5 1962

FOR FILING

1129

December 3, 1962

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Co.
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

This is to advise you that work was completed November 30, 1962, on the Multnomah County Line-East Cascade Locks Section in Hood River County, State Highway Contract No. 5829.

Agreement with your company is involved in connection with work on this project.

Very truly yours,

L. H. Young
Office Engineer

DBP:jb

cc: C. H. Maison

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3 1962
FOR FILING

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

NOVEMBER 29, 1962

Ref. File - D 315 - 2 - 79

Mr. A. E. Johnson,
Division Engineer
Oregon State Highway Department
P. O. Box 4699, Sellwood Station
Portland, Oregon

Atten: Mr. E. S. Hunter,
Ass't. Division Engineer.

Dear Sir:

This is to confirm conversation today between Mr. Hunter and our Mr. Tabor concerning damage to the Railroad's drainage tunnel No. R-3 at Railroad Mile Post 42.13 near Cascade Locks.

During recent highway construction in this area, a 1¼" pipe and a steel rod were driven through roof of the tunnel by the State's forces. Consequently, tunnel timbers were damaged and it will be necessary to repair same by installing a new timber set at the pipe and a new timber set on each side of hole made by the steel rod.

Understand you desire to arrange for a joint inspection of the tunnel with the Railroad before decision is made concerning repairs. Will you please advise date when it will be convenient for you to inspect the tunnel? We will then have the Railroad's Engineering Inspector, Mr. Frank Dennis, accompany you.

Yours very truly,

G. H. Baker

G. H. Baker

cc:
Mr. G. S. Paxson,
Deputy State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

RECEIVED
NOV 3 0 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
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OREGON
STATE HIGHWAY COMMISSION

Copy to F. D. Morgan
11-30-62

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R.L. Porter

RECEIVED
NOV 28 1962
OFFICE OF
STATE HIGHWAY ENGINEER

DN   MIL   69   11-27-62   9:09AM

MR PEASE

RE YOUR TT 132
YOUR OFFICE WAS ADVISED WEEK BEFORE LAST AND AGAIN LAST WEEK THAT MULTNOMAH CO LINE- E CASCADE LOCKS SECTION WOULD BE OPTN TO TRAFFIC 11-26-62.
ACCORDING TO PLAN THE PROJECT WAS OPENED TO TRAFFIC YESTERDAY.

E S HUNTER
GP

NOTED
R. L. PORTER

approx
3 P.M.
11-26-62

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5829

3k

November 2, 1962

Mr. Vernie Jarl
P. O. Box 507
Gresham, Oregon

Dear Mr. Jarl:

The State Highway Commission, at its meeting on November 1, 1962, discussed with the Engineer your request for an extension of time on Contract No. 5829. You requested 33 additional workdays within which to complete the grading, paving, structures and signing on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County, without assessment of liquidated damages.

After considering the report, recommendation of the Engineer, and other available information, the Commission granted your request for 33 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc: A. W. Parsons
R. H. Stump
F. D. Morgan
Bureau of Public Roads
L. H. Young
C. H. Nelson

RECEIVED
NOV 1 1962
FOR FILING

October 31, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 14-Supplemental covering the paving of two cul-de-sacs areas on the Multnomah County Line-E. Cascade Locks Section of the Columbia River Highway in Hood River County, Contract No. 5829, in connection with Federal-Aid Project No. I-80N-2(20)39.

Order for Extra Work No. 14 was issued to cover completion at bridge ends after the structure was finished. It did not include the cul-de-sacs, which are outside of the Highway right of way and not included in the paving plans. Price Agreement No. 14 was issued to cover paving the cul-de-sacs during the paving operations. Due to shortage of paving materials on account of overruns, this paving was not done.

It is now planned to do the work under Order for Extra Work No. 14 when paving at bridge ends is done. This will void Price Agreement No. 14 and has been verbally recommended for approval by the BPR Area Engineer with Federal participation to be in the amount approved for P. A. No. 14.

The Field was authorized to proceed with this work October 17, 1962, in order to complete the paving this season. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt

Enc.

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FOR FILING
[illegible]

5829

October 25, 1962

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 10
November 1 meeting

Vernie Jarl, contractor on the Multnomah County Line-Cascade Locks Section of the Columbia River Highway in Hood River County, requests an increase of 33 workdays in which to complete this section without the assessment of liquidated damages. This is Contract 5829 and the request would increase the days allowed from 120 to 153.

The reasons given are for structural delay caused by the iron workers strike, and because some redesign of the structure and corrective work were necessary due to slides. Other than the structure, all work on the contract was completed within the time limit allowed. We consider this request is justifiable, and we recommend it have your favorable consideration. The Bureau of Public Roads has given its approval.

The matter will be on the agenda for your consideration at the November 1 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachments
cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

RLP:ajw bbc

RECEIVED
NOV 30 1962
FOR FILING

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OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5829 Contractor Vernie Jarl

Highway Columbia River

Section Mult. Co. Line-E. Cascade Locks

Kind of Work Grading, Paving, Structures, and Signing

11-[illegible]-62 for 33 workdays
Floyd Query

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows: 1. Due to stop work order, no work was performed during non-charged winter days.

2. Considerable amount of additional work added to the contract by redesign of the East Interchange structure and performed during the period May 1 to June 8, 1962 and involving 15 charged workdays.

3. Bridge work delayed due to steelworkers strike and 18 workdays charged June 25 to July 21 which is during the period of the steelworkers strike.

The 15 days charged under Item 2 and the 18 days charged under Item 3 were charged because grading, surfacing, and paving work was being performed on the project. It is recommended that an extension in the amount of these days be approved.

Recommended for Approval:

Division Engineer

W B Klabon
Construction Engineer or Bridge Engineer

ASSISTANT State Highway Engineer

Contract No. 5829
Project designation I-80N-2(20)39
State-Federal
Date awarded Dec. 28, 1960
Work started Dec. 27, 1960
Per cent completed 97% as of Oct. 12, 1962
Date
No. of Workdays Allowed 120
No. of Workdays Used as of Oct. 12: 129
No. of Added Workdays Requested 33

E—320 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

#10

Oregon State Highway Commission
Salem, Oregon

Date September 10, 1962

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 120 days to 153 days, within which to complete our Contract No. 5829, without the assessment of liquidated damages. The said contract is described as follows:

East Multnomah County line, Cascade Locks section.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

The Ironworkers strike laster from May 28, 1962 to July 23, 1962, but we were charged with operating time as follows;

June 11 to 15	5 days
June 18 to 22	5 days
June 25 to 29	5 days
July 2 to 6	4 days
July 9 to 13	5 days
Total	24 days

that should not have charged. Also we are asking for 12 additional days for the bridge on the west end of the job for the following reasons;

(1) The redesigned bridge caused numerous delays and errors in field engineering.

(2) Difficulty in getting approval of new material used in the bridge(Handrail).

(3) Grades on steel span when moved to new location were not same elevations and caused considerable delay.

Also we estimate there will be about 10% or more over-run on the XXXXXX estimated cost of the project.

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James F. Darby
James F. Darby Attorney-in-fact
COOLY & CO.
Resident A

(SEAL)

E—330 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Increase in Number of Workdays to Complete Construction Contract

#10

Oregon State Highway Commission
Salem, Oregon

Date September 10 1962

Respectfully submitted,

Vernie Jarl
Contractor

By

CONSENT OF SURETY

Date September 13, 1962

We, GENERAL INSURANCE COMPANY OF AMERICA, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James F. Darby
James F. Darby Attorney-in-fact

DOOLY & CO.
R. M. Hanley
Resident A

(SEAL)

T-[illegible]

October 19, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Extension of Time
Multnomah County Line-
East Cascade Locks
Columbia River Highway
Project No. I-80N-2(20)39

Dear Sir:

We have received from Vernie Jarl, contractor on this project, a request for an increase of 33 workdays, from 120 to 153, in which to complete work on the project. The reason given by the contractor is delay on the West Cascade Locks Interchange structure.

Our records show that 15 workdays were charged during the time a shutdown order on the structure was in effect. We also charged 18 workdays while the structure work was shut down by strike during the summer of 1962. Workdays were charged during these times because the grading and paving work continued, and constituted more than 60 per cent of the work on the project at the time.

All work on the project, except the structure and some minor work in the vicinity of the structure, was completed within the time limit. We, therefore, think that the request is reasonable, and request your concurrence.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

cc Forrest Cooper
F. D. Morgan

CHB:bjh:ajw

FORM E-30 80M 5-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 16, 1962

SUBJECT: Request for Extension of Time
Multnomah Co. Line-E. Cascade Locks
Columbia River Highway
Contract No. 5829

To: Mr. R. L. Porter
Assistant State Highway Engineer

OFFICE

Attached is a Contractors Request for Increase in Number of Workdays to Complete Construction Contract, submitted by Vernie Jarl, contractor on the project. The contractor requests an additional 33-days, from 120-days to 153-days, due to delays on the bridge at West Cascade Locks Interchange.

A slide developed in this area during the spring of 1961, and this required extensive corrective work and a redesign of the structure. While a shutdown order was in effect on the structure, grading continued on other parts of the job. A total of 15 workdays were charged under these conditions.

Also, a strike by the Ironworkers Union during the summer of 1962 caused another delay on the structure. The same situation prevailed -- that is, work on the remainder of the project continued while the structure work was shut down. A total of 18 workdays were charged during this period.

All the work on the project has been completed except the structure and a small amount of other work which cannot be done until the structure is completed. Had not the two above delays occurred, the structure would have been completed within the specified time.

We, therefore, recommend that the extension of 33-days be granted as requested by the contractor.

Rough drafts of letters to the Bureau of Public Roads and the Commission are attached. This has been discussed with the Area Engineer of the Bureau of Public Roads and has his verbal concurrence.

RECEIVED
OCT 17 1962
OFFICE OF
STATE HIGHWAY ENGINEER

F. D. Morgan
Construction Engineer

By F. B. Klaboe
F. B. Klaboe
Assistant Construction Engineer

CHB:bjh

cc: L. H. Young
Attachments

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: October 22, 1962

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-2(20)39
Multnomah County Line - East Cascade Locks Section
Columbia River Highway
Time Extension

We concur in the recommendation made in your October 19, 1962 letter, extending contract time 33 days, without penalty, due to the required revision of the West Cascade Locks Interchange structure.

RECEIVED
OCT 23 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

RECEIVED
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FOR FILING

[illegible]

September 28, 1962

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 17 covering revision of signing on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County, Contract No. 5829, in connection with Federal-Aid Project No. I-80N-2(20)39.

Due to the necessary line change at the West Cascade Locks Interchange, revisions of signing and sign supports are required.

This work was verbally approved by the BPR District Engineer September 11, 1962. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb

Enc.

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5829

September 10, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering a treated timber cover on the RR drainage tunnel on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County, Contract No. 5829, in connection with Federal-Aid Project No. I-80N-2(20)39.

This work is necessary for protection of the railroad drainage tunnel left of Station 1886 and was an anticipated item of the project. It has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

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FOR FILING
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5/29

September 10, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering a treated timber cover on the RR drainage tunnel on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County, Contract No. 5829, in connection with Federal-Aid Project No. I-80N-2(20)39.

This work is necessary for protection of the railroad drainage tunnel left of Station 1888 and was an anticipated item of the project. It has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

DBP:jb
Enc.

FORM E-123

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1962
FOR FILING

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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 31, 1962

2a

Niedermeyer-Martin Co.
Oregon Bank Building
Portland 4, Oregon

Attention: Mr. Bob Gilsdorf

Gentlemen:

This is in reply to your letter of August 17, addressed to Mr. Ed Rief, State Highway Department, Portland, requesting information on several state highway contracts. We are listing a description of these contracts as follows:

1. Contract No. 5565 with Peter Kiewit Sons' Co., P. O. Box 1777, Vancouver, Wn., for structures, grading and oiling on the Willamette River & Judkins Point Overcrossing Section of the Pacific and McKenzie Highways in Lane County. Surety - The Aetna Casualty & Surety Company,300 Yeon Bldg., Portland 4, Oregon. Completed - December 14, 1961; accepted January 19, 1962.

2. Contract No. 6052 with Birkemeier Construction Co., 14511 S. E. River Road, Milwaukie, for N. E. 122nd Avenue Structure, grading and paving of Sandy Blvd. and UPRR Overcrossings in City of Portland, Multnomah County. Surety - United Pacific Insurance Company, through the agent, Mansfield & Co., 1975 S. W. 5th Ave., Portland 1. Contract not yet completed.

3. Contract No. 5714 with Peter Kiewit Sons' Co., 711 E. Main, Medford, for paving, structures and signing on the Grants Pass-Evans Creek Section of the Pacific Highway in Josephine and Jackson Counties. Surety - The Aetna Casualty & Surety Company, 300 Yeon Bldg., Portland 4. Completed July 18, 1962,but not yet accepted by the Highway Commission.

4. Contract No. 6024 with Salem Road & Driveway Co., P. O. Box 603, Salem, for paving Battle Creek Junction-Illahee Section of the Pacific Highway in Marion County. Surety - United Pacific Insurance Company through the agent, Victor S. Risley Co., 223 Board of Trade Building, Portland 4. Completed August 23, 1962, but not yet accepted by the Highway Commission.

5. Contract No. 5991 with C. R. O'Neil, Rt. 2, Box 95, Creswell, for grading and structure on the N. Ashland Interchange-S. Ashland Interchange Section of the Pacific Highway in Jackson County. Surety - Great American Insurance Company, through the agent, Wells-Reed Insurance, 412 Failing Bldg., Portland 4. Contract not yet completed.

✓ 6. Contract No. 5829 with Vernie Jarl, P. O. Box 507, Gresham, for grading, paving, structures, and signing on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County. Surety - General Insurance Company of America, through the agent, Dooly & Co., Board of Trade Bldg., Portland 4. Contract not yet completed.

You state in your letter that you have delivered material to the Foress Company, Corvallis, in connection with the above jobs, and have experienced difficulty in obtaining payment. You are no doubt aware that the sureties on the various contracts furnished the performance bonds, which were given to assure completion of the contracts and payment of all bills incurred in them.

If you wish to protect your claims under the bonds, they should be filed with the Secretary of State within six months after the contracts have been accepted by the State Highway Commission. For your information, we are attaching excerpts from the Oregon laws outlining the filing procedure.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

CC:
Mr. Ed Rief
Oregon State Highway Department
9200 S. E. McLaughlin Blvd.
Portland, Oregon

RECEIVED
AUG 24 1962
FOR FILING

August 23, 1962

Mr. R. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 13 covering move-in and move-out costs for finishing roadbed work on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County, Contract No. 5229, in connection with Federal-Aid Project No. I-80N-2(20)39.

Due to the slide which made revision of the structure at West Cascade Locks necessary, it is impossible to complete the road work at this time. The contractor has other uses for his equipment and to require him to leave it on this project until such time as he can do the work would be unreasonable and cause for claims. A copy of our Assistant Division Engineer's letter more fully describing the problems is attached.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
AUG 21 1962
FOR FILING

6129

August 21, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 14 covering the completion of the A.C. paving on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County, Contract No. 5829, in connection with Federal-Aid Project No. I-80N-2(20)39.

Due to the slide which made revision of the West Cascade Locks structure necessary, the paving cannot be completed at this time. After completion of the structure, the contractor will move his equipment back for completion of the work.

It will be necessary, however, to purchase approximately 340 tons of asphaltic concrete. This is much more economical than setting up the paving plant by the contractor. It is estimated that the total cost per ton in place will be approximately $10.00. It will be paid on force account basis.

This order has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
3 1962
FOR FILING

August 21, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 15 covering asphaltic concrete curbs and ditch lining on the Multnomah County Line-E. Cascade Locks Section of the Columbia River Highway in Hood River County, Contract No. 5829, in connection with Federal-Aid Project No. I-80N-2(20)39.

This work is necessary to complete A.C. curbs and ditch lining which were originally authorized by PA 8 and 9 and only partially completed. All of the paving, except that at the bridge ends has been completed and the contractor has removed his plant from the project. All of the A.C. material will be purchased from commercial sources and prices will be changed.

This work has been verbally recommended for approval by the BPR Area Engineer

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
AUG 20 1962
FORM E-30X—80M—11-61—40231

FOR FILING

5829

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 16, 1962

SUBJECT: Relocation of Water Line
City of Cascade Locks
Multnomah Co. Line-East
Cascade Locks Section
Columbia River Highway
Contract No. 5829

To:

Mr. H. S. Cox
County & City Relations Engineer
BUILDING

Attached you will find copies of the bill in the amount of $928.20 as submitted by the City of Cascade Locks which have been approved by M. M. Stump, Resident Engineer, and E. S. Hunter, Assistant Division. You will also find attached copies of letters from Messrs. Stump, Hunter and Jack M. Cartwright, Field Utilities Liaison Engineer, and a sketch map concerning this subject which help clarify the situation.

I contacted Mr. Stump's office by telephone on August 10, 1962, but Mr. Stump was on vacation, and no one in the office had adequate background knowledge of this subject, so I called Mr. Bonta and he clarified the sketch map somewhat. The pipe shown from Point "A" on the sketch to a line in the southerly curb line is not in existence. There is no water line, according to Mr. Bonta, on the south side of the old highway. The main water line in this area is an eight-inch line on the north side of the highway, and there was a connection from this line to the old ten-inch line near the north end of the 3'x6' RCBC, as shown in pencil on this map. This ten-inch line carried water to the control box, and thence northerly in a two-inch pipe across the gravel road to a distribution system not shown on the sketch. Apparently the water backed up in this ten-inch pipe between Points "A" and "B" while this old pipe was being used.

NOTED
R. L. PORTER

Our construction conflicted with this pipe, as shown on the sketch and in Mr. Stump's leter of August 6. Therefore, the new two-inch pipe was installed from the eight-inch pipe in the north edge of the old Columbia River Highway to Point "D" and the crossing at this point was lowered to avoid conflict with the storm sewer.

From the information, it appears that this is a legitimate charge, and that their withholding this sum from the $1,500 which the City owed the State was justified. An Order for State Force Work has been submitted and approved without BPR parcitipation since the wo rk was done without prior approval.

RECEIVED
AUG 17 1962
OFFICE OF
STATE HIGHWAY ENGINEER

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:fp
Enc.
cc R. L. Porter ✓
Victor D. Wolfe
C. H. Maison
E. S. Hunter
M. M. Stump J.M. Cartwright

FORM E-50 50M 6-61 50661

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 8, 1962

SUBJECT: Relocation of Water Line
City of Cascade Locks
Multnomah County Line-
E. Cascade Locks Section
Columbia River Highway
Contract No. 5829

To:
Mr. F. D. Morgan
Construction Engineer
Salem, Oregon

Attention: T. W. Litchfield

Herewith Order for State Force Work No. 9 together with four approved copies of a billing from the City of Cascade Locks for the relocation of a city owned 10-inch water line. Also enclosed are copies of reports on the relocation by Jack M. Cartwright, Field Utilities Liaison Engineer, and M. M. Stump, Resident Engineer, and a sketch map.

These bills are approved for payment and your approval of the Order for State Force Work is recommended.

E S Hunter
E. S. Hunter
Assistant Division Engineer

ESH:fb
Encl.
cc J. M. Cartwright
M. M. Stump

SEE NOTATION ON STUMP'S LETTER
I

CONSTRUCTION DIVISION
RECEIVED
AUG 9 1962
NOTED.. ☐ ☑ ☐ ☐ ☐
CE ACE ACE CUE

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
August 7, 1962

SUBJECT: Relocation of Water Line
City of Cascade Locks
Cascade Locks Section
Columbia River Highway
Hood River County

To: Mr. A. E. Johnson
Division Engineer
9200 S.E. McLoughlin Blvd.
Portland 2, Oregon

Attention: E. S. Hunter

On Monday, August 6, 1962, I met with Mr. M. M. Stump in Cascade Locks to review and check out a bill from the City of Cascade Locks for the relocation of a water line.

The 10-inch water main mentioned in Mr. Annala's letter to Mr. Cox was an old existing section of main to the old locks which had been incorporated into the City of Cascade Locks 2-inch system rather than install new line under the highway and railroad. This 10-inch line conflicted in three locations, as will be shown on a sketch from Mr. Stump, with the construction of the 30-inch storm sewer.

Mr. Stump and I checked out the relocation in the field and justified the 300 feet of 2-inch pipe as billed. The 2-inch line was installed, rather than a 10-inch line, because the rest of the adjacent system was of 2-inch pipe.

Since there were no records kept by the State on this water line relocation, the amount charged for labor and equipment can't be verified. However, the amounts, as billed, look reasonable. It is my opinion that cost for the relocation of the water line is reimbursible.

Jack M. Cartwright
Field Utilities Liaison Engineer

JMC/bb
cc: M. M. Stump
T. W. Litchfield

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Hood River, Oregon
Aug. 6, 1962

To: A.E. Johnson
Division Engr

SUBJECT: Relocation of Water Line
City of Cascade Locks
Multnomah Co. Line - E. Cascade Locks
Columbia River Hwy
Hood River County

Attached is a copy of a letter from T.W. Litchfield, Utilities Liaison Engr and Mr. Wayne C. Annala, Attorney for the City of Cascade Locks and four copies of a statement for relocation of water line owned by the city on the above subject section.

The location plans indicated the construction of the 30" storm sewer would not interfere with any water lines. The locating engineer was told the 10" pipe had been abandoned. At the time of construction it was found the city had a 2" pipe connected at point "A" on the map and was using the 10" main from that point on. I talked to Mr. Gable about this and showed him that the concrete ditch to be built would cover the connection. In case of maintenance later he thought it best to make the change which was done. I did not order the work done but at the time thought it was the responsibility of the city.

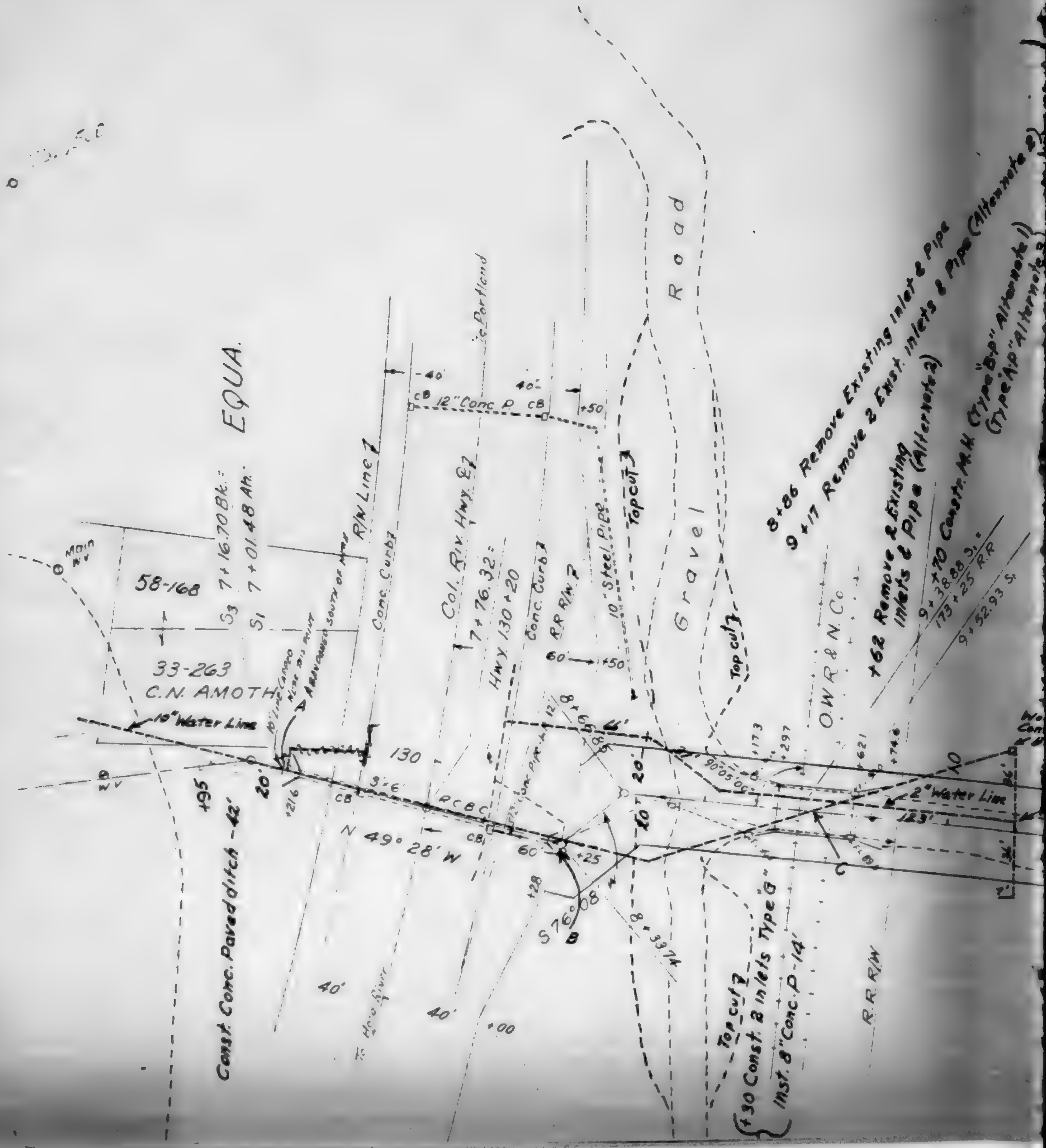
* If it had been known at the time of location that the 10" pipe was in use it would have been incorporated in the original plans. Apparently their has been some misunderstanding that the pipe existed. Therefore I have approved the bill for payment and am enclosing a State Force Order to cover same.

Also enclosed is a map showing the location of the 10" main and the new 2" line which takes the place of the old 10" line. Points marked on the map are areas of confliction: "A" line covered with concrete lined ditch. "B" Concrete manhole over 10" pipe. Points "C" & "D" were on grade of the 30" pipe and had to be moved or adjusted.

* MR BONTA OF CITY OF CASCADE LOCKS SAYS THAT THE 10" LINE WAS CAPPED
AND ABANDONED SOUTH OF POINT "A" ON THE MAP.
OLD CONNECTION FROM EXISTING
CITY SYSTEM WAS NEAR POINT "B"
ON THE MAP, AS SHOWN IN
PENCIL.

8-10-62

M.M. Stump
Resident Engr.

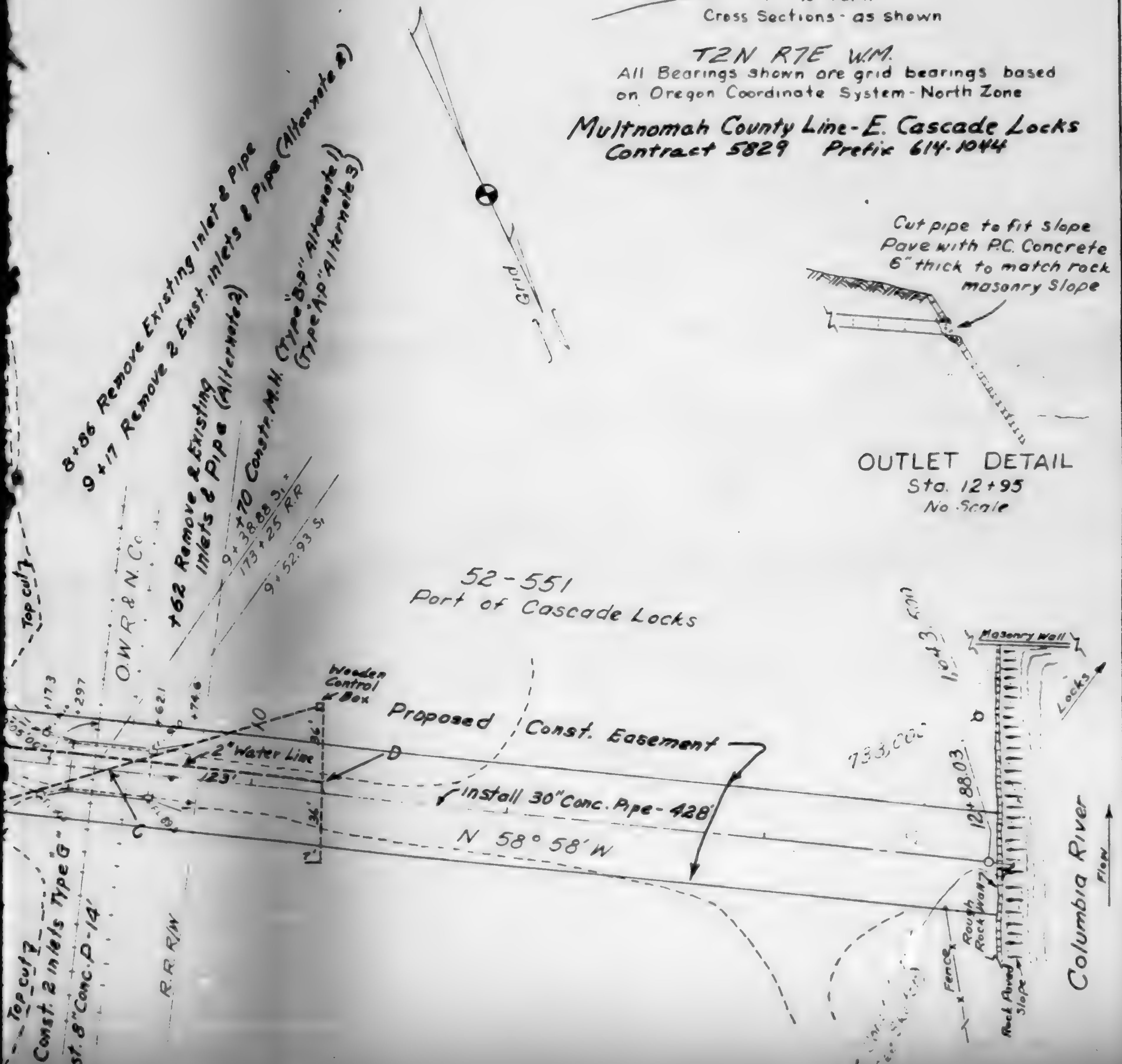

EQUA.
58-168
33-263
C.N. AMOTH
S3 7+16.70 Bk.=
S1 7+01.48 Ah.
Main W.V.
W.V.
10" Water Line
10' Line Capped Near This Point
Abandoned South of Here
A
R/W Line
Conc. Curb
Col. Riv. Hwy.
7+76.32=
Hwy. 130+20
Conc. Curb
R.R. R/W
10" Steel Pipe
Top cut
Road
Gravel
Top cut
12" Conc. P.
CB
40'
40'
+50
60'
+50
130
3'x6' R.C.B.C.
CB
CB
N 49° 28' W
+95
20'
+216
60'
+25
+28
S 76° 08'
B
8+33.7
20'
10'
8+65
90°05'00"
+173
+297
O.W.R.&N. Co.
+621
+74.6
+89
C
10
2" Water Line
123'
Const. Conc. Paved ditch -42'
40'
40'
+00
R.R. R/W
Top cut
8+86 Remove Existing inlet & Pipe
9+17 Remove 2 Exist. inlets & Pipe (Alternate 2)
+62 Remove 2 Existing Inlets & Pipe (Alternate 2)
9+70 Constr. M.H. (Type "B-P" Alternate 1) (Type "A-P" Alternate 2)
9+38.88 S1 = 173+25 R.R.
9+52.93 S1
+30 Const. 2 inlets Type "G"
Inst. 8" Conc. P. -14'

CONSTRUCTED ~~PROPOSED~~ STORM SEWER CASCADE LOCKS, ORE. HOOD RIVER COUNTY 8-61				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

Scale: Plan 1" = 50'
Profile 1" = 50' Horiz.
1" = 10' Vert.
Cross Sections - as shown

T2N R7E W.M.
All Bearings shown are grid bearings based on Oregon Coordinate System - North Zone

Multnomah County Line - E. Cascade Locks
Contract 5829 Prefix 614-1044


Grid
Cut pipe to fit slope
Pave with P.C. Concrete 6" thick to match rock masonry slope
OUTLET DETAIL
Sta. 12+95
No Scale
8+86 Remove Existing Inlet & Pipe
9+17 Remove 2 Exist. Inlets & Pipe (Alternate 2)
+62 Remove 2 Existing Inlets & Pipe (Alternate 2)
9+70 Constr. M.H. (Type "B-P" Alternate 1) (Type "A-P" Alternate 3)
9+38.88 S.I. = 173+25 RR
9+52.93 S.I.
Top cut
O.W.R. & N. Co.
52-551
Part of Cascade Locks
Wooden Control Box
+173
+297
+621
+74.6
36'
36'
7'
2" Water Line
123'
C
D
Proposed Const. Easement
Install 30" Conc. Pipe - 428'
N 58° 58' W
Top cut
+30 Const. 2 Inlets Type G
Inst. 8" Conc. P - 14'
R.R. R/W
733,000
1,043,600
12+88.03
Masonry Wall
Locks
Rough Rock Wall
Fence
Rock Paved Slope
Columbia River
Flow
(See Sk...)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 1, 1962

SUBJECT: Relocation of Water Line
City of Cascade Lock
Cascade Locks Section
Columbia River Highway
Hood River County

To:

Mr. A. B. Johnson
Division Engineer
State Highway Department
Box 4699, Sellwood Station
Portland 2, Oregon

Attached you will find a copy of a letter from Mr. Wayne C. Annala, Attorney for the City of Cascade Locks, and four copies of a statement for labor, materials and equipment used in the relocation of a ten-inch water main owned by the City on the subject section.

Please forward this statement to Mr. M. M. Stump for verification and approval. The check mentioned in Mr. Annala's letter is in the possession of Mr. Cox, and reply to Mr. Annala is being held pending your approval of the bill.

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

TWL:fp

Enc.

cc H. S. Cox

WAYNE C. ANNALA
ATTORNEY AT LAW
HALL BUILDING
HOOD RIVER, OREGON

EVERGREEN 6-1811

July 25, 1962

Mr. M. S. Cox
County and City Relations Engineer
State Highway Department
Salem 10, Oregon

Dear Mr. Cox:

In answer to your letter to McDon L. Bowts, Recorder of the City of Cascade Locks, Oregon, under date of June 12, 1962, the Council has authorized me to make the following statements:

In accordance with the storm sewer agreement, the City was to pay the sum of $4,000.00 as set forth in your letter and it is true that only the sum of $2,500.00 has been paid to date. During the construction of the sewer, Mr. M. M. Stump, Resident Engineer, Hood River, Oregon, directed the City of Cascade Locks, through its Street and Water Departments, to relocate a certain 10 inch main owned by the City which served the Port property adjacent to the City of Cascade Locks. Mr. Stump stated that the location of the line was going to stop the contractor from completing the trench and, on his emergency order, the City relocated a substantial line of pipe so that the contractor could complete the storm sewer work.

Enclosed is a statement setting forth the City's cost of aiding in the 30 inch sewer project which normally would have been performed by the contractor, save and except that Mr. Stump apparently felt it was more reasonable to have the City perform the work inasmuch as City Employees were intimately familiar with the necessary remedial steps to be taken. The City has deducted from the balance of $1,500.00 owing an offset for work performed on the sewer line in lieu of cash and we herewith tender the City's check in the amount of $571.80 in full payment of the City's obligation.

Very truly yours,

WAYNE C. ANNALA

WCA:jrw
Enclosure

CITY OF CASCADE LOCKS
CASCADE LOCKS, OREGON
Municipal Owned Water, Light and Power

LABOR, MATERIALS AND EQUIPMENT USED FOR RELOCATION OF WATER PIPE LINE

MATERIALS

1	Dresser Coupling 2" @ 3.40	$ 3.40	
3	Unions, 2' @ $1.93	5.76	
2	Elbows, 45° @ $1.40	2.80	
5	Elbows, 90° @ 1.40	7.00	
4.	Nipples, 2" x 3" @ .35	1.40	
1	Tee, 4" @ $4.00	4.00	
300'	Galvanized pipe, 2" @ .61	183.00	
3	Pipe Plugs, 2" @ .25	.75	
	Total		$208.11

LABOR

Galbe, 57 hrs. @ regular time	Sept.	199.34	
Gable, 2 hrs. @ overtime @3.93	"	7.86	
Baker, 11 hrs @ $1.85	"	20.35	
Gable, 25½ hrs. @ regular Time	Oct.	71.81	
Baker, 8½ hrs. @ 1.85	"	15.73	
Total			315.09

EQUIPMENT USE

John Deere Tractor, 37½ hrs @10.00	Sept.	375.00	
John Deem Tractor , 3 hrs @ 10.00		30.00	
Total			405.00

TOTAL OF ENTIRE CHARGE $928.20

O.K. 8-7 19
RES. ENGR.
CAREFULLY CHECKED FOR
APPROVED E. A. [illegible]
Division Engr.
614 - 1044 - 285

RECEIVED
[illegible] 1962
FOR FILING
5829

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
August 7, 1962

SUBJECT: Signing Revision
Multnomah County Line-East Cascade Locks Section
Columbia River Highway
Contract No. 5829

To:

F. D. Morgan
Construction Engineer
BUILDING

Route designation changes and the addition of services signs will require revisions in signing of the above named section.

Specific revisions as indicated on the attached drawing, S137 and S138, are as follows:

S137 1. "EAST" shall be substituted for "BUSINESS" on Sign #6.

2. The US30 shield shall be deleted on Sign #7.

3. Signs #10 and #11 shall be added.

4. Two R-100-30 signs shall be added as shown.

S138 1. "JUNCTION" shall be deleted from Sign #5.

2. "WEST" shall be substituted for "BUSINESS" on Sign #6.

3. Signs #11 and #12 shall be added.

The speed sign on S137 at Sta. 1858+00 is to be covered as indicated on page 73 of the Special Provisions. The covering used shall be of good quality, as it must serve until the section west of this project is constructed to freeway standards.

The description for Type "B" signs on page 55 of the Special Provisions shall be deleted and the following substituted therefore:

Type "B" - Blue porcelain enamel background on an extruded aluminum panel, with reflectorized white removable legend.

All salvaged materials not used in this revision should be delivered to the Cascade Locks maintenance shop or to a location designated by the engineer.

NOTED
TOM EDWARDS

The estimated cost of this revision is $780.

In addition, the D-300-36 at Sta. 1820+00 shown on T.E.D. Drawing S136 should be replaced by a sign carrying the message "FORM 1 LINE". This work should be accomplished by State Forces.

Will you make arrangements for having these revisions accomplished under the existing contract.

Preliminary approval has not as yet been obtained from the Bureau of Public Roads.

Original Signed by
F. B. [illegible]

F. B. Crandall
Traffic Engineer

MJD:mgm
Attachment
cc: Tom Edwards

AUG 7 1962

RECEIVED
AUG 3 1962
FORM E-30X—30M—11-61—40231
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
August 1, 1962

5829

To:

F. D. Morgan
Construction Engineer
BUILDING

SUBJECT: Signing Revision
Multnomah County Line-East Cascade Locks Section
Columbia River Highway
Contract No. 5829

Route designation changes and the addition of services signs will require revisions in signing of the above named section.

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NOTED
TOM EDWARDS

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Type "B" - Blue porcelain enamel background on an extruded aluminum panel, with reflectorized white removable legend.

NOTED
TOM EDWA

All salvaged materials not used in this revision should be delivered to the Cascade Locks maintenance shop or to a location designated by the engineer.

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Will you make arrangements for having these revisions accomplished under the existing contract.

Preliminary approval has not as yet been obtained from the Bureau of Public Roads.

F. B. Crandall
Traffic Engineer

MJD:mgm
Attachment
cc: Tom Edwards

AUG 2 1962
OFFICE OF

RECEIVED
JUL 19 1962
FOR FILING

I [illegible]
5829

95

July 17, 1962

City of Cascade Locks
Municipal Building
Cascade Locks, Oregon

Attention: Mr. [illegible] L. Bonta

Gentlemen:

Since receipt of your letter of June 22 which concerned the repair of certain streets in your city, we have had the matter thoroughly investigated and wish to report as follows:

The State's contractor has been instructed to repair and resurface the portions of the road under the freeway structures at Moody Street and at Hazel Avenue. An extra work order has been executed with the contractor to pave the turnarounds at Moody Street and Edgewood Street.

The other areas mentioned were subject to only minor construction traffic, and it is the feeling of this Department that any repair or improvement would not be an obligation of the contractor.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

cc Forrest Cooper
F. D. Morgan
H. S. Cox

FORM E-30 80M 6-61 36881

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 16, 1962

SUBJECT: Complaint of City of Cascade Locks
Multnomah Co. Line-E. Cascade Locks Sec.
Columbia River Highway
Contract No. 5829

To: Mr. R. L. Porter
Ass't State Highway Engineer

OFFICE

In answer to the letter from Mr. Bonta of the City of Cascade Locks, dated June 22, 1962, we recommend the following:

1. Moody Street and vicinity: The cul-de-sac at the top of the hill (one block east of Moody) will be paved with 2" AC at State expense. A Price Agreement for this work has been verbally approved by the Bureau of Public Roads. The area under Moody Street Overcrossing is to be repaired by and at the expense of the contractor, either with an oil mat or an AC overlay. We do not recommend any work on that portion of the city street between the structure and the cul-de-sac.

2. Hazel Street and vicinity: The contractor will be required to oil or pave under this structure as under the Moody Street structure. The rest of the roadway mentioned has deteriorated due to normal use and not because of our construction. We do not recommend that any work be done in this area except as noted above.

3. The Price Agreement mentioned in #1 above also includes paving of the cul-de-sac on Edgewood. No other work is recommended.

A rough draft of a letter to Mr. Bonta is enclosed.

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh
Attachment

JUL 16 1962

FORM E-30X—90M—11-61—40291

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
July 9, 1962

To: Mr. F. D. Morgan
Construction Engineer
Salem, Oregon

SUBJECT: Multnomah County Line-
E. Cascade Locks Sect.
Columbia River Highway
Hood River County
Contract No. 5829

Enclosed is a letter of complaint from the City of Cascade Locks regarding the condition of Moody Street, Hazel Street, Second Street, and Edgewood Drive, together with a report by M. M. Stump, Resident Engineer.

As pointed out in Mr. Stump's report, the area near the structures on Moody Street and Hazel Street are considered to be the contractors responsibility to repair. Reconstruction of both these streets was necessary under the grading contract, which has now been completed. Under that contract 0-11 oil mats were placed on the reconstructed areas. The overcrossing structures of these two streets were on the paving contract. During construction of the bridges, the contractors damaged the oil mat and Mr. Stump has verbally informed them that the repairs were their responsibility. A copy of Mr. Stump's letter to Vernie Jarl, Prime Contractor, regarding the repair of these streets is enclosed.

Mr. Bonta points out that Second Street from Hazel Street easterly to Edgewood Drive is in need of repair. Mr. Stump brings out in his letter that in 1960 Second Street did have some oiled surface; however, it was in need of re-oiling at that time. During the grading contract, the Street was damaged by blasting, and at this time, the City of Cascade Locks lodged a complaint with Mr. C. R. O'Neil, Prime Contractor. Mr. O'Neil patched the pavement after receiving these complaints, and it is presumed that these repairs were acceptable at that time. The City has since placed 3/4"-0 material on the street covering the existing oil mat. The existing oil mat consisted of a light oil shot, more of a dust palative nature rather than a built-up oil mat. It is the opinion of Mr. Stump and ourselves that this street has simply deteriorated from use rather than from abuse by the contractor. It is recommended that we do nothing to improve or repair this street.

For your information, we have estimated the cost of a 0-32 oil mat on this portion of Second Street which is 950 feet in length. On the basis of oiling a width of 22 feet and using our State oiling crew prices, it would cost $600 to place the 0-32 mat.

Mr. Bonta has also requested that repairs be made to Moody Street from the corner of Third Street to and including the turn-around at the top of Moody Street. As already pointed out, the area beneath the structure was damaged by the bridge contractor and the repair is his responsibility. First Street between the Freeway and the turn-around is mainly a graveled street; however, oiling of a dust palative nature is still in evidence. Mr. Bonta also requests repair of this street. Mr. Stump, in his report, points out that the contractor used this street for hauling only the materials necessary for construction of the turn-around. This small amount of hauling did not unduly damage the street, and it is our recommendation that nothing be done to improve or repair this street. We have, however, for your information computed the cost of placing an 0-32 oil mat on the portion of First Street from Moody Street (Sta. 6+00) to but not including the turn-around. Based on State oiling crew prices, this work would cost $600. Please bear in mind that if this work and the oiling of Second Street was to be done by the contractor at least 15% profit would have to be added to the above mentioned estimates.

On the grading contract No. 5639, turn-arounds were constructed at the ends of Edgewood Drive and Moody Avenue. These turn-arounds were surfaced with gravel and no provisions were made in either the grading or paving contracts for oiling or paving of the turn-arounds. It is recommended that these turn-arounds be paved. Since the turn-arounds are outside the access control lines and off the project and will involve some hand work due to the small area involved, a Price Agreement is being negotiated for the additional work involved in the placing of asphaltic concrete 1 1/2" thick. Mr. Stump estimates that at bid price this work will cost $446. In addition to this cost, the work involved will amount to approximately $100, making the total cost $550. The Price Agreement will be forwarded next week prior to commencement of the work.

Since the City of Cascade Locks addressed their letter to Mr. Cooper, it is assumed that the Salem office will answer the City Council on these matters.

E. S. Hunter
Assistant Division Engineer

ESH:fb
cc R. L. Porter
M. M. Stump

JUL 10 1961

MEMO TO FILES
7/5/62

RE: City of Cascade Locks
Assignment RLP #95

On July 3, 1962, I called on the city of Cascade Locks regarding condition of streets after highway construction.

I contacted Resident Engineer M. M. Stump and with him investigated condition of Moody Avenue, Hazel Street, and Edgewood Drive. Mr. Stump assured me that the construction called for in items 6, 7, and 8, page 2 of the agreement, had been constructed and oiled late last year. The present condition, especially at and under the overpasses, is now generally reverted to gravel and it is evident that the construction of these [illegible] overpasses has materially contributed to this condition.

The oiling or paving of the cul-de-sacs on Moody Avenue and Edgewood Drive was not mentioned in the agreement as the decision to construct these turn arounds was made after the agreement was prepared.

It is recommended that the areas under and adjacent to the overpasses and the paving of the actual cul-de-sacs be paved. Mr. M. M. Stump estimates that the Moody Street underpass would take approximately 100 tons of asphaltic, Hazel Street underpass 50 tons, and the turnarounds approximately 40 tons each, and has written a letter to the division office regarding this.

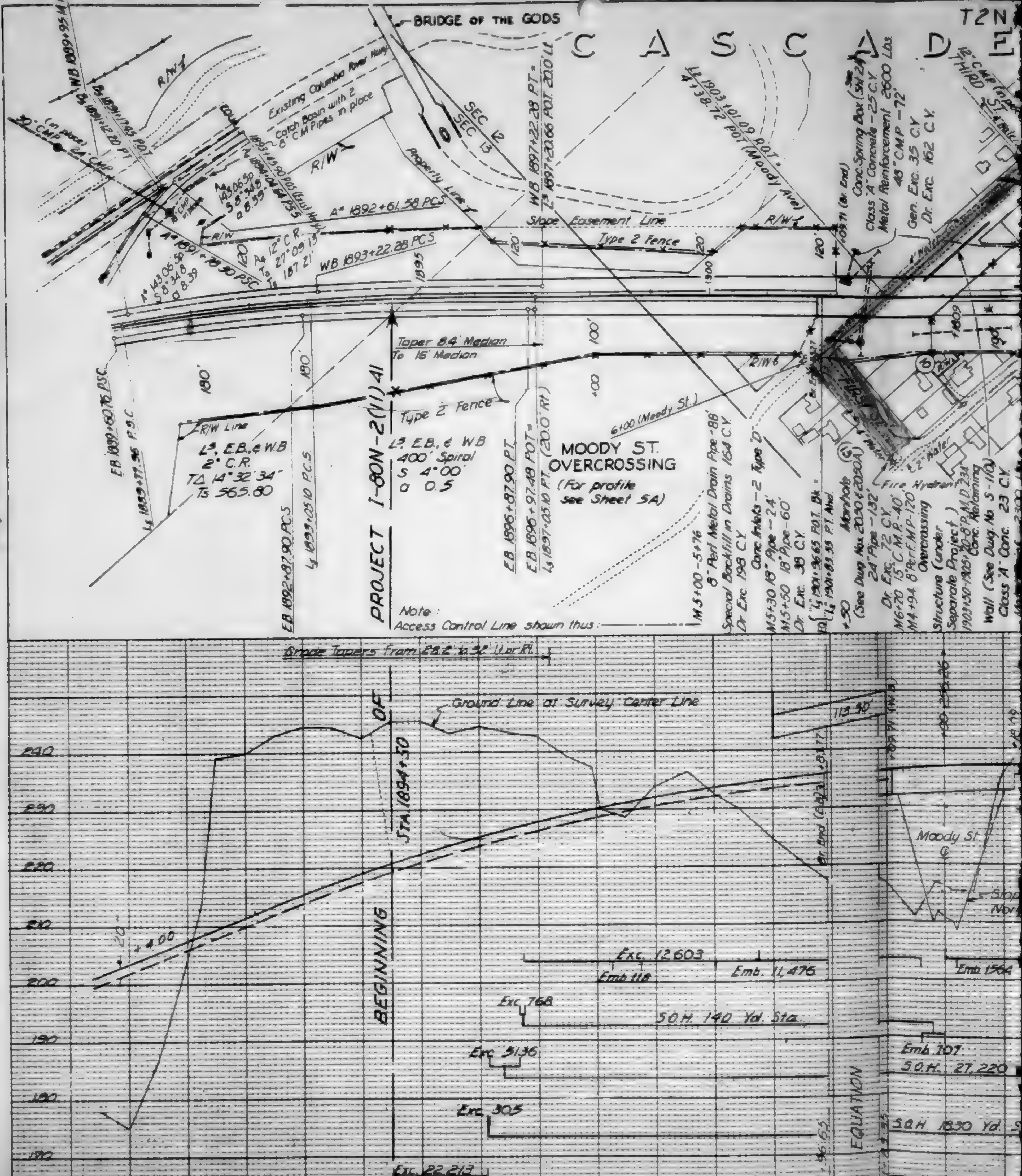
It is further recommended that this paving be done soon before the contractor on the freeway finishes and moves out.

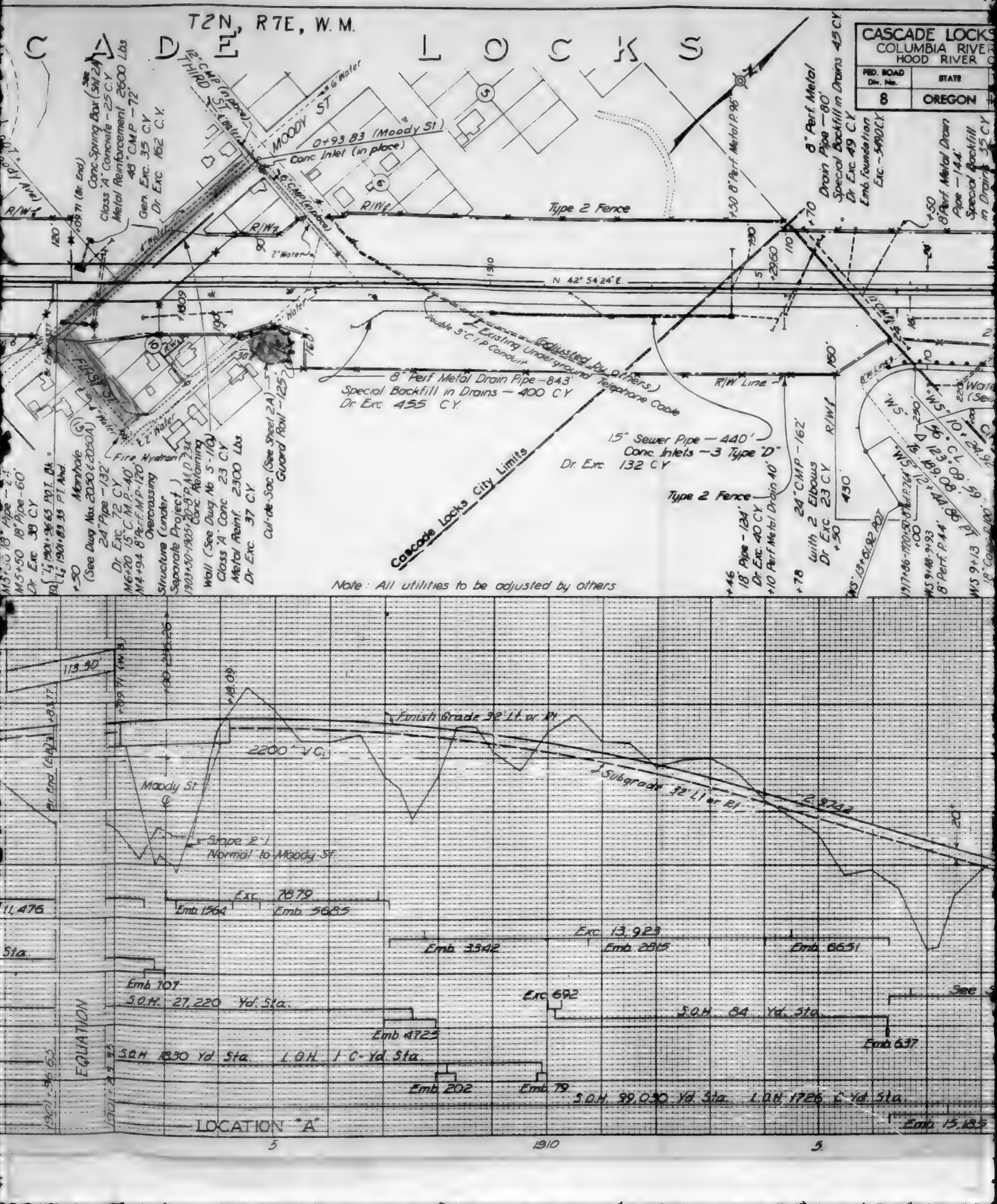
H. C. Ayers
H. C. Ayers
County & City Relations Field Engineer

HCA:mm

cc: R. L. Porter ✓
A. E. Johnson
M. M. Stump

Bridge Details Checked


BRIDGE OF THE GODS
CASCADE
T2N
SEC 12
SEC 13
Existing Columbia River Hwy
Catch Basin with 2 8" C.M. Pipes in place
R/W
Property Line
Slope Easement Line
Type 2 Fence
A° 1892+61.58 P.C.S.
WB 1893+22.28 P.C.S.
WB 1897+22.28 PT =
Ls 1897+20.66 POT 20.0' Lt.
Ls 1903+01.09 POT =
7+38.72 POT (Moody Ave)
Taper 84' Median
To 16' Median
Type 2 Fence
R/W Line
Ls, E.B. & W.B.
2° C.R.
TΔ 14° 32' 34"
Ts 565.80
Ls, E.B. & W.B.
400' Spiral
S 4°00'
a 0.5
PROJECT I-80N-2(11)41
MOODY ST. OVERCROSSING
(For profile see Sheet 5A)
6+00 (Moody St.)
EB 1892+87.90 PCS
Ls 1893+05.10 PCS
EB 1896+87.90 PT.
EB 1896+97.48 POT =
Ls 1897+05.10 PT. (20.0' Rt.)
Note:
Access Control Line shown thus:
M5+00 - 5+76
8" Perf Metal Drain Pipe - 88'
Special Backfill in Drains 164 C.Y.
Dr. Exc. 198 C.Y.
Conc. Inlets - 2 Type D
M5+30 18" Pipe - 24'
M5+50 18" Pipe - 60'
Dr. Exc. 38 C.Y.
Manhole
(See Dwg. No. 2030 & 2050A)
24" Pipe - 132'
Dr. Exc. 72 C.Y.
M6+20 15" C.M.P. - 40'
M4+94 8" Perf. M.P. - 120
Overcrossing
Structure (Under Separate Project)
Wall (See Dwg. No. S-110)
Class 'A' Conc. 23 C.Y.
Conc. Spring Box (Sh 2A)
Class 'A' Concrete - 25 C.Y.
Metal Reinforcement 2600 Lbs.
48" CMP - 72'
Gen. Exc. 35 C.Y.
Dr. Exc. 162 C.Y.
Fire Hydrant
Water
THIRD ST.
Grade Tapers From 28.2' to 32' Lt. or Rt.
Ground Line at Survey Center Line
BEGINNING OF STA. 1894+50
EQUATION
Moody St.
240
230
220
210
200
190
180
170
+4.00
113.90
Exc. 12,603
Emb. 118
Emb. 11,476
Exc. 768
S.O.H. 140 Yd. Sta.
Exc. 5136
Exc. 305
Exc. 22,213
Emb. 1564
Emb. 101
S.O.H. 27,220
S.O.H. 1830 Yd. Sta.
LOC
1890
1900
5



CASCADE LOCKS
COLUMBIA RIVE
HOOD RIVER

FED. ROAD DIV. No.	STATE
8	OREGON

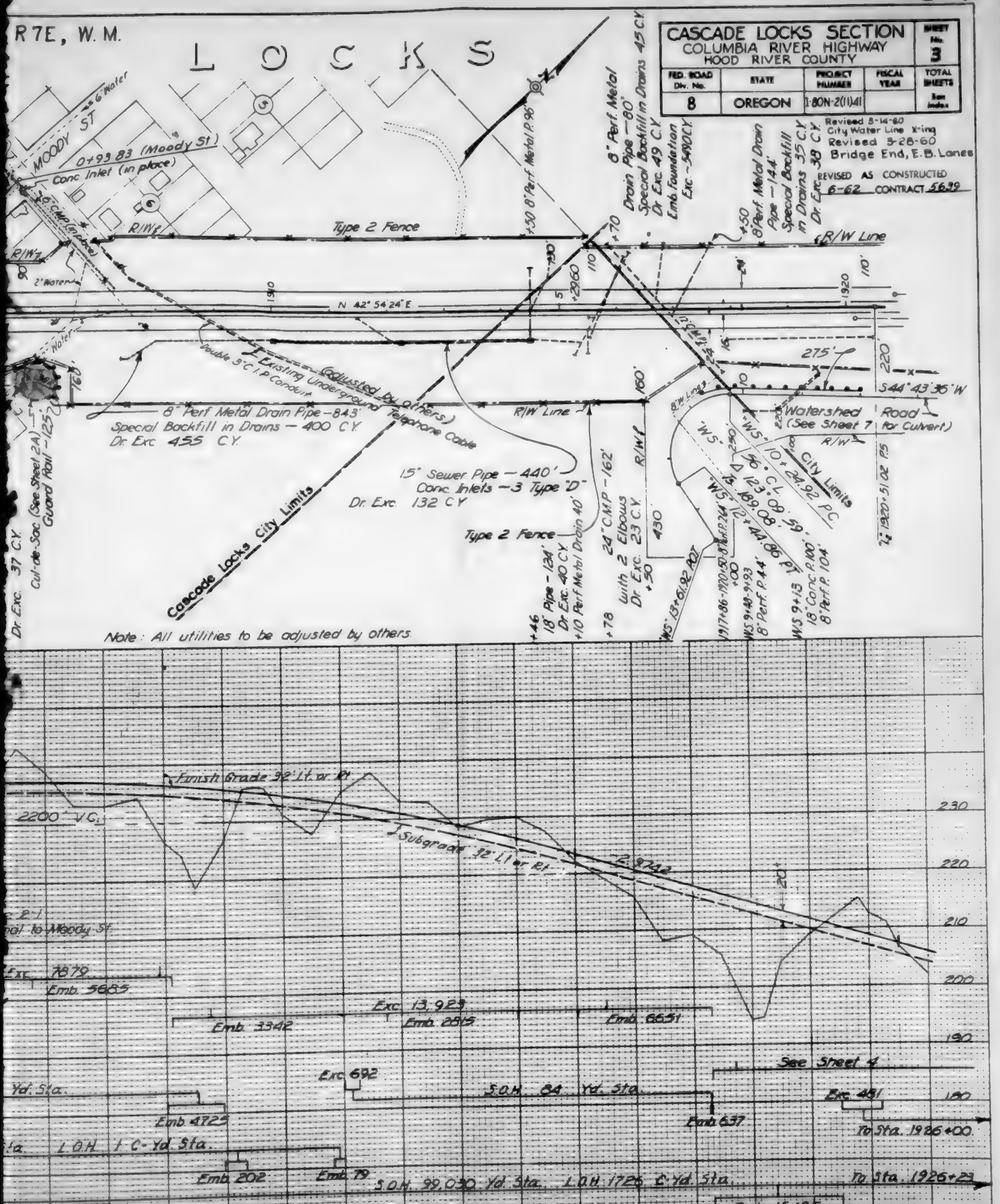
T2N, R7E, W. M.
C A D E L O C K S
MOODY ST
THIRD ST
FIRST ST
0+93.83 (Moody St)
Conc. Inlet (in place)
12" CMP (in place)
Conc. Spring Box (Sh 2A)
Class 'A' Concrete - 25 C.Y.
Metal Reinforcement 2600 Lbs
48" C.M.P. - 72'
Gen. Exc. 35 C.Y.
Dr. Exc. 162 C.Y.
Type 2 Fence
R/W Line
N 42° 54' 24" E.
Existing Underground Telephone Cable (adjusted by others)
Double 3" C.I.P. Conduit
8" Perf Metal Drain Pipe - 843'
Special Backfill in Drains - 400 C.Y.
Dr. Exc. 455 C.Y.
15" Sewer Pipe - 440'
Conc. Inlets - 3 Type "D"
Dr. Exc. 132 C.Y.
Cascade Locks City Limits
Fire Hydrant
Manhole
(See Dwg Nos. 2050 & 2050A)
24" Pipe - 132'
Dr. Exc. 72 C.Y.
M6+20 15" C.M.P. - 40'
M4+94 8" Perf. M.P. - 120'
Overcrossing Structure (Under Separate Project)
Conc. Retaining Wall (See Dwg. No. 5-110)
Class 'A' Conc. 23 C.Y.
Metal Reinf. 2300 Lbs.
Dr. Exc. 37 C.Y.
Cul-de-Sac (See Sheet 2A)
Guard Rail - 125'
8" Perf. Metal Drain Pipe - 80'
Special Backfill in Drains 45 C.Y.
Dr. Exc. 49 C.Y.
Emb. Foundation Exc. - 5490 C.Y.
8" Perf. Metal P. 96'
+30 8" Perf. Metal Drain Pipe - 144'
Special Backfill in Drains 35 C.Y.
+46 18" Pipe - 134'
Dr. Exc. 40 C.Y.
+10 Perf. Metal Drain 40'
24" CMP - 162'
With 2 Elbows
Dr. Exc. 23 C.Y.
+78
+50
WS 13+61.92 POT
Note: All utilities to be adjusted by others.
Finish Grade 32' Lt. or Rt.
Subgrade 32' Lt. or Rt.
2200' V.C.
2.974%
Moody St.
Slope 2:1 Normal to Moody St.
113.90
Exc. 7879
Emb. 1564
Emb. 5685
Exc. 13,929
Emb. 3342
Emb. 2815
Emb. 6651
Emb. 707
S.O.H. 27,220 Yd. Sta.
Exc. 692
S.O.H. 84 Yd. Sta.
Emb. 4725
Emb. 637
S.O.H. 1830 Yd. Sta.
L.O.H. 1 C-Yd. Sta.
Emb. 202
Emb. 79
S.O.H. 99,030 Yd. Sta.
L.O.H. 1726 C-Yd. Sta.
Emb. 15,185
11,476
EQUATION
LOCATION "A"
5
1910
5

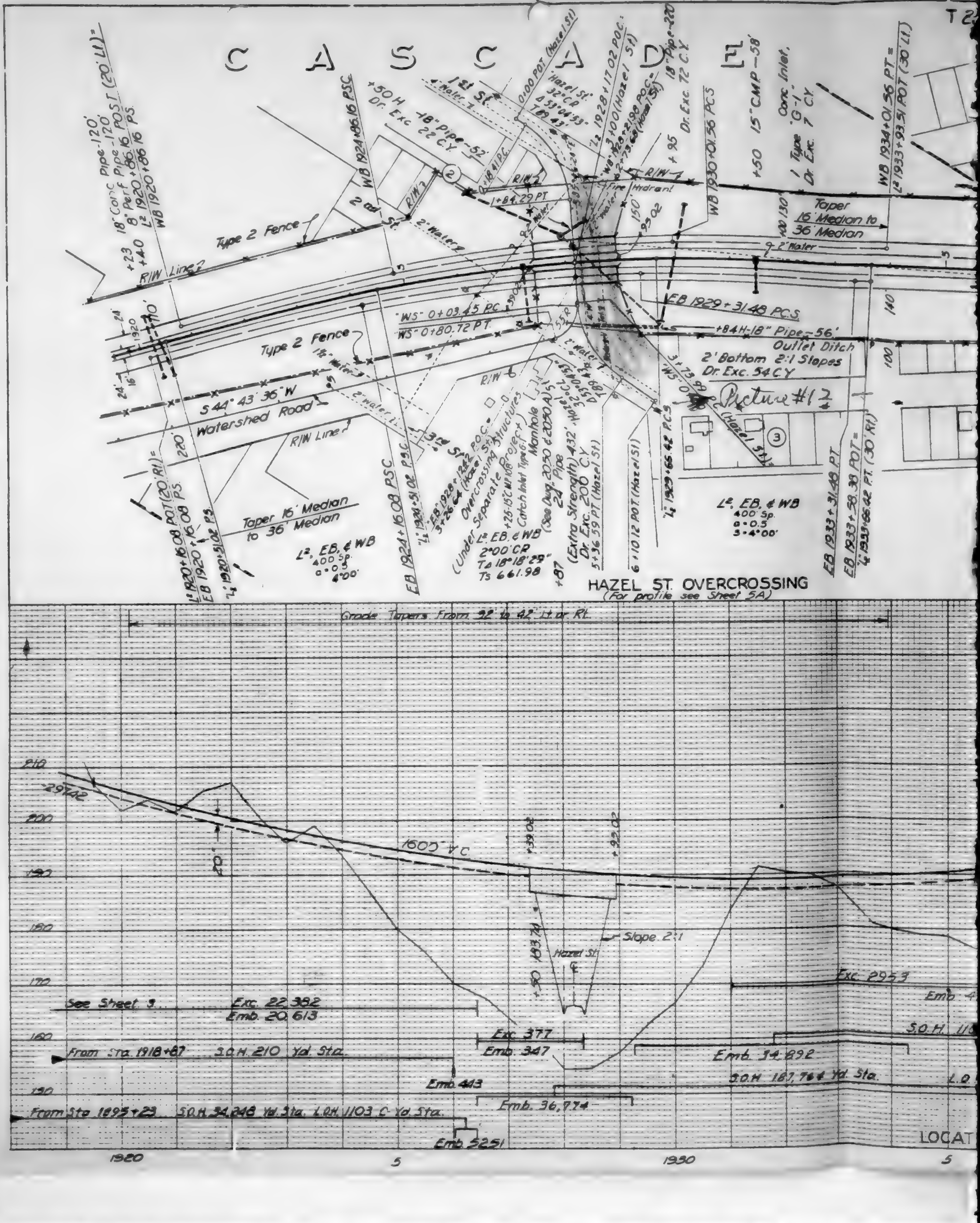
6V-13-1

CASCADE LOCKS SECTION
COLUMBIA RIVER HIGHWAY
HOOD RIVER COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No.	TOTAL SHEETS
8	OREGON	I-80N-2(11)41		3	See Index

Revised 8-14-60 City Water Line X-ing
Revised 5-28-60 Bridge End, E.B. Lanes
REVISED AS CONSTRUCTED 6-62 CONTRACT 5639


R7E, W. M.
LOCKS
MOODY ST
6" Water
0+93.83 (Moody St)
Conc Inlet (in place)
R/W
Type 2 Fence
R/W Line
2" Water
Water
N 42° 54' 24" E
1910
1920
Existing Underground Telephone Cable (adjusted by others)
Double 3" C.I.P. Conduit
8" Perf Metal Drain Pipe – 843'
Special Backfill in Drains – 400 C.Y.
Dr. Exc. 455 C.Y.
15" Sewer Pipe – 440'
Conc Inlets – 3 Type "D"
Dr. Exc. 132 C.Y.
Cascade Locks City Limits
Type 2 Fence
+46 18" Pipe – 124'
Dr. Exc. 40 C.Y.
+10 Perf Metal Drain 40'
+78 24" C.M.P. – 162' with 2 Elbows
Dr. Exc. 23 C.Y.
+90
+50 8" Perf. Metal P. 96'
8" Perf. Metal Drain Pipe – 80'
Special Backfill in Drains 45 C.Y.
Dr. Exc. 49 C.Y.
Emb. Foundation Exc. – 540 C.Y.
+50 8" Perf. Metal Drain Pipe – 144'
Special Backfill in Drains 35 C.Y.
Dr. Exc. 38 C.Y.
Watershed Road (See Sheet 7 for Culvert)
S 44° 43' 36" W
275'
City Limits
"WS" 10+24.92 P.C.
Δ 123° 08' 59"
"WS" 13+61.92 P.O.T.
1920+51.02 P.S.
WS 9+13 18" Conc. P. 100' 8" Perf. P. 104'
WS 9+48–9+93 8" Perf. P. 44'
1917+86–1920+50
Cul-de-Sac (See Sheet 2A)
Guard Rail – 125'
Dr. Exc. 37 C.Y.
160'
110'
220
430'
Note: All utilities to be adjusted by others.
Finish Grade 32' Lt. or Rt.
Subgrade 32' Lt. or Rt.
2200' V.C.
-2.9742
230
220
210
200
190
180
Exc. 7879
Emb. 5685
Emb. 3342
Exc. 13,929
Emb. 2815
Emb. 6651
Exc. 692
S.O.H. 84 Yd. Sta.
Emb. 4725
Emb. 637
See Sheet 4
Exc. 481
To Sta. 1926+00
L.O.H. 1 C-Yd. Sta.
Emb. 202
Emb. 79
S.O.H. 99,030 Yd. Sta. L.O.H. 1726 C-Yd. Sta.
To Sta. 1926+23
Emb. 15,185
ATION "A"
5
1910
5
1920


C A S C A D E
18" Conc Pipe-120'
8" Perf Pipe-120' POST (20' Lt.) =
L² 1920+86.16
WB 1920+86.16 P.S.
+23
+4.0
WB 1924+86.16 PSC
+50 H -18" Pipe-52'
Dr. Exc 22 C.Y.
1st St.
2" Water
0+00 POT (Hazel St.)
Hazel St.
32° CR
Δ 53°04'53"
T 89.43'
0+18.41 P.C.
1+84.29 PT
R/W
2nd St.
2" Water
L² 1928+17.02 P.O.C. =
WB 3+00 (Hazel St.)
WB 1928+21.98 P.O.C. =
2+73.68 (Hazel St.)
18" Pipe-220'
Dr. Exc. 72 C.Y.
+95
Fire Hydrant
150'
93.02
WB 1930+01.56 PCS
+50 15" CMP-58'
1 Type 'G-1' Conc. Inlet,
Dr. Exc. 7 C.Y.
WB 1934+01.56 PT. =
L² 1933+93.51 POT (30' Lt.)
100 130'
Taper 16' Median to 36' Median
2" Water
Type 2 Fence
R/W Line
1920
24'
16'
24'
110'
"WS" 0+03.45 PC.
"WS" 0+80.72 PT.
390'
55'R
Type 2 Fence
1½" Water
2" Water
S 44° 43' 36" W
Watershed Road
220'
R/W Line
3rd St.
R/W
EB 1929+31.48 P.C.S.
+84 H-18" Pipe-56'
Outlet Ditch
2' Bottom 2:1 Slopes
Dr. Exc. 54 C.Y.
140
100
3+73.99
"WS" 0+89.02
(Hazel St.)
Picture #1 2/4
③
②
Taper 16' Median to 36' Median
L² 1920+16.08 POT (20' Rt.) =
EB 1920+16.08 P.S.
"L" 1920+51.02 P.S.
L², EB, & WB
400' Sp.
a = 0.5
4°00'
EB 1924+16.08 PSC
"L" 1924+51.02 P.S.C.
"L" EB 1928+12.42 P.O.C. =
3+26.64 (Hazel St.)
Overcrossing Structures
(Under Separate Project)
+25 - 15" CMP 108'
Catch Inlet Type 'G-1'
Manhole
(See Dwg. 2050 & 2050A)
24" Pipe
L² EB. & WB
2°00' CR
TΔ 18°18'29"
Ts 661.98
+87
(Extra Strength) 432'
Dr. Exc. 200 C.Y.
5+36.59 PT (Hazel St.)
"Hazel" C.L.
32° CR
Δ 53°04'53"
T 89.43'
6+10.12 POT (Hazel St.)
"L" 1929+65.42 P.C.S.
L², EB, & WB
400' Sp.
a = 0.5
Δ = 4°00'
EB 1933+31.48 PT.
EB 1933+58.38 POT =
"L" 1933+66.42 PT. (30' Rt.)
T 2
HAZEL ST. OVERCROSSING
(For profile see Sheet 5A)
Grade Tapers From 32' to 42' Lt or Rt.
210
200
190
180
170
160
150
29.42
20'
1600' V.C.
+39.08
+93.02
+50 183.74
Hazel St. ℄
Slope 2:1
See Sheet 3
Exc. 22,382
Emb. 20,613
Exc. 377
Emb. 347
Exc. 2953
Emb. 4
S.O.H. 11
From Sta. 1918+87 S.O.H. 210 Yd. Sta.
Emb. 443
Emb. 34,892
S.O.H. 187,764 Yd. Sta.
L.O.
Emb. 36,774
From Sta. 1895+23 S.O.H. 34,248 Yd. Sta. L.O.H. 1103 C. Yd. Sta.
Emb. 5251
LOCAT
1920
5
1930
5

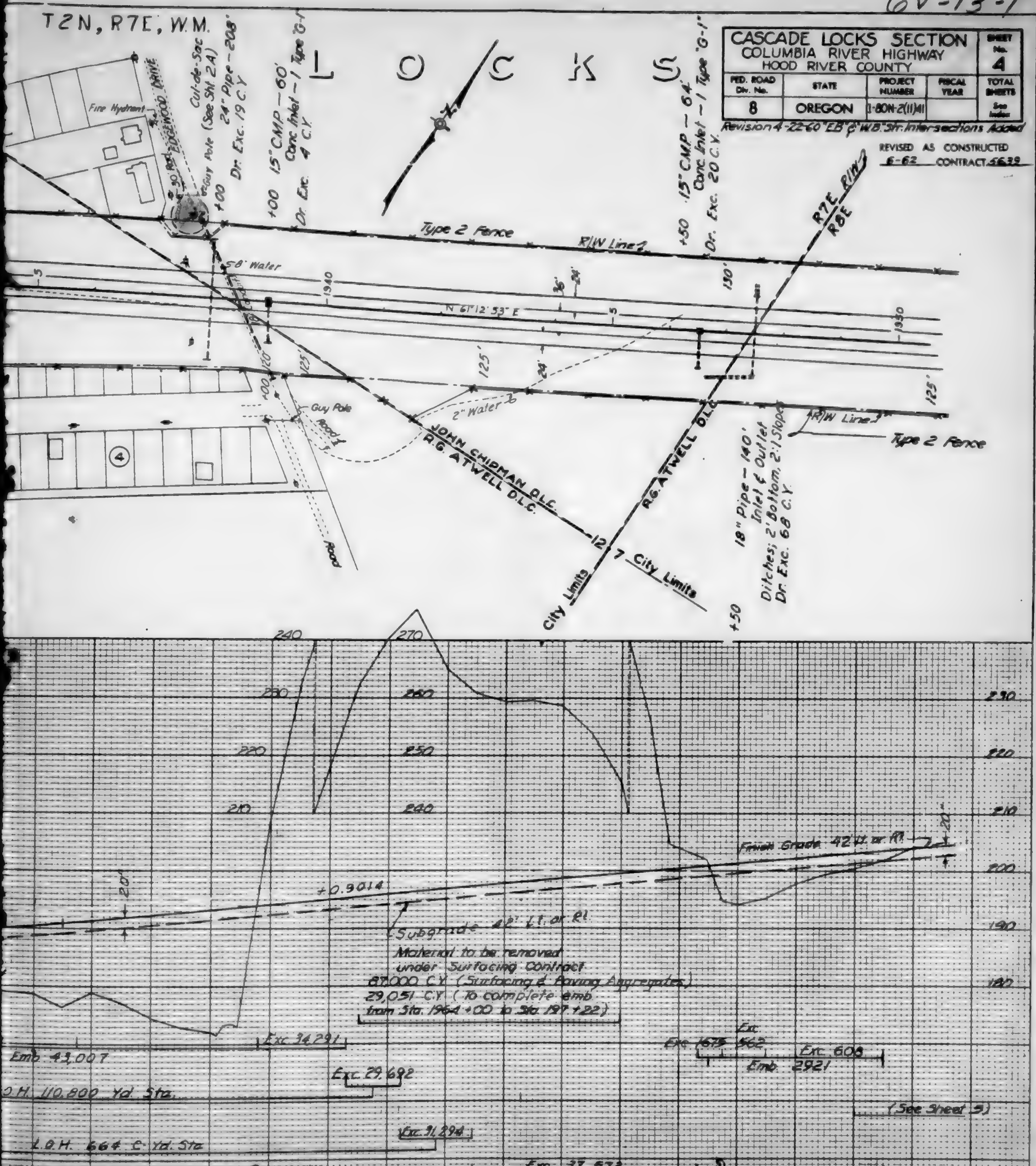
6V-13-1

CASCADE LOCKS SECTION
COLUMBIA RIVER HIGHWAY
HOOD RIVER COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. 4 TOTAL SHEETS
8	OREGON	I-80N-2(11)41		See Index

Revision 4-22-60 "EB" & "W.B." Str. Intersections Added

REVISED AS CONSTRUCTED
6-62 CONTRACT 5639



T2N, R7E, W.M.
L O C K S
Cul-de-Sac (See Sh. 2A)
30' Rad.
EDGEWOOD DRIVE
Fire Hydrant
Guy Pole
+00 24" Pipe - 208'
Dr. Exc. 19 C.Y.
+00 15" CMP - 60'
Conc. Inlet - 1 Type "G-1"
Dr. Exc. 4 C.Y.
+50 15" CMP - 64'
Conc. Inlet - 1 Type "G-1"
Dr. Exc. 20 C.Y.
R7E R/W
R8E
Type 2 Fence
R/W Line
8" Water
N 61°12'53" E
1940
5
1950
36'
24'
130'
125'
24'
120'
+00
Guy Pole
Road
2" Water
JOHN CHIPMAN D.L.C.
R.G. ATWELL D.L.C.
R.G. ATWELL D.L.C.
12
7
City Limits
City Limits
R/W Line
Type 2 Fence
18" Pipe - 140'
Inlet & Outlet
Ditches; 2' Bottom, 2:1 Slopes
Dr. Exc. 68 C.Y.
+50
④
Road
240
230
220
210
270
260
250
240
230
220
210
200
190
180
20'
20'
+0.3014
Finish Grade 42' Lt. or Rt.
Subgrade 42' Lt. or Rt.
Material to be removed under Surfacing Contract
87,000 C.Y. (Surfacing & Paving Aggregates)
29,051 C.Y. (To complete emb from Sta. 1964+00 to Sta. 197+22)
Exc. 34,291
Emb. 43,007
Exc. 29,692
O.H. 110,800 Yd. Sta.
Exc. 91,294
L.O.H. 664 C. Yd. Sta.
Exc. 1675
Exc. 562
Exc. 608
Emb. 2921
(See Sheet 5)
Exc. 37,573
+80
+20
To Sta. 1974+83
LOCATION "A"
LOCATION "B"
LOCATION "A"
5
1940
5
1950

Hood River
June 29, 1962

Vernie Jarl
Box 597
Gresham, Oregon

This is to confirm our conversation and inspection of damage to Moody and Hazel St due to the bridge construction. The streets in question were oiled with an 0-11 oil mat in the fall of 1960. During construction the streets have been damaged to the extent of holes and directly under both bridges the oil is pratically gone.

With reference to the specifications and damage to the streets, I feel it is the contractors responsibility to repair them. As you are now paving the main highway and A.C. is available, for your convenience I have estimated the following quantities for the two streets:

Moody St.
(1) A.C. 1 1/2" - 100 tons
(2) Shoulder Material — 15 ton
500 Lin. Ft.

Hazel St.
(1) A.C. 1 1/2" — 50 ton
(2) Shoulder Material - 8 ton
250 Lin. Ft.

R.M. Stump
Resident Engr.

cc Hannan Bros, subcontractor
cc A.L. Johnson, Division Engr

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Hood River, Oregon
June 26, 1962

SUBJECT: Multnomah Co. Line - E. Cascade Locks
Complaint Regarding Streets in Cascade Locks

To: A.E. Johnson
Division Engr

Reference is made to the enclosed letter, dated June 22, 1962, from the City of Cascade Locks regarding repair to streets in Cascade Locks.

Moody Avenue from (3rd St.) sta 0+93 to 6+50, and Hazel St from (1st to 2nd) sta 0+00 to 6+10 was oiled under contract 5639 in the fall of 1960. During the bridge construction this year under contract 5829 the two streets were damaged and will be repaired by the contractor, who has been notified of his responsibility to repair same. I recommend we place 11/2" of A.C. on Moody Street sta 1+00 to 6+10, and on Hazel Street sta 2+00 to 4+00 to be done by the contractor at his expense. I went over the areas in question with Mr. Bonta and advised him the streets under the structures were not finished and they would be repaired and cleaned up.

When the turn-around was built, rt of sta 1905, material was hauled into the turn-around and some exc out of the area over 1st street and down Moody St. Mr Bonta advised, the City feels the street was damaged by using the streets as a haul road. The street had been oiled at one time and most of the oil is gone or broken up now. When I first saw the street in 1960 some previous work had been done such as moving out houses and the street was in need of oiling at that time and has gotten gradually worse. I do not believe that undue damage was done to this section by the contractor.

The section from Hazel St proceeding East on Second St to Edgewood Dr did have oil on it when project first started in 1960 (contract 5639) and was also in need of re-oiling at that time. C.R. O'Neil, contractor at that time, damaged the street by blasting from the cut sta 1938. The holes made in the pavement at that time were repaired by the contractor. Some hauling and other equipment did use the street some, Mr Bonta advises the street should be re-oiled. The City has since placed some 3/4"-0 material over the section and very little oil is showing now. Mr Bonta said they had written to C.R. O'Neil complaining about the street. This street also leads to the city dump therefore is used and has been used a good deal by the city and the public, during the period of construction.

As to the turn-arounds the plans did not show them to be oiled or paved and also I did not find any agreement that they should be. Mr Bonta advised the City thought they should be paved because the streets were paved in the area. I recommend we pave the two turn-arounds in question. As the areas are small and extra work involved, the contractor feels he cannot do it at contract prices.

The cost of placing A.C. 2" thick on the turn-arounds at contract prices follows:

(1)	Asphaltic Concrete Mixture	80	tons	@3.50	$ 280.00
(2)	Asphalt in Mix	4	"	29.00	116.00
(3)	Preparation of Base			lump	50.00
					$ 446.00

Work Order or P.A. will be necessary on the above if approved.

M.M. Stump
Resident Engr.

CITY OF CASCADE LOCKS
CASCADE LOCKS, OREGON
Municipal Owned Water, Light and Power

PLEASE RETURN TO
R. L. PORTER

NOTED
[illegible]

June 22, 1962

NOTED
H. S. COX

RECEIVED
JUN 25 1962
ENGINEER
COUNTY & CITY RELATIONS

NOTED
DON HARWELL

NOTED
[illegible]

NOTED
[illegible]

Oregon State Highway Dept.
401 State Highway Building
Salem, Oregon

ATTENTION: Mr. Forest Cooper, State Highway Engineer.

Gentlemen:

The Common Council, City of Cascade Locks, Oregon, wishes to direct your attention to the state of disrepair in which we find the following City Streets:

1. Moody Avenue - From the corner of 3rd Street, beneath the Freeway Overpass, to and including the turn-around at the top of Moody Ave.
2. Hazle Street - At a point approximately North of the Freeway Overpass, beneath the overpass, to the intersection of Hazle Street and Second Street, proceeding East on Second Street to Edgewood Drive.
3. Edgewood Drive - Turn-around where Edgewood Drive meets the Freeway Route.

It is our understanding that the various contractors who have worked on this project are responsible for placing the streets in as good condition as they were found before construction began. The Council, in order to satisfy complaints from citizens, is quite anxious to have these streets restored to their former condition so that the dust and dirt problem may be alleviated. The turn-arounds on Moody Ave. and Edgewood Drive have never been black-topped.

It would be appreciated if you would take proper steps to remedy the above conditions. Please feel free to contact us if further information is needed.

Very truly yours,

CITY OF CASCADE LOCKS

Porter

BY McDon L. Bonta
McDon L. Bonta

Copy
M. M. Stump
Res. Engineer

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1962

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5829

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem 10, Oregon
July 12, 1962

SUBJECT: Signing Revision
Multnomah Co. Line-East Cascade Locks Section
Columbia River Highway
Contract No. 5829

To:

F. D. Morgan
Construction Engineer
BUILDING

The original routing through Cascade Locks was designated as "US30 BUSINESS". This route is now being changed to "US30" and will require revisions in signing of the above named section.

Specific revisions as indicated on the attached drawings, S137 and S138, are as follows:

S137 1. The legend "US30 BUSINESS" is to be replaced with a 24" US30 route shield on signs #3 and #4.

2. "EAST" shall be substituted for "BUSINESS" on sign #6.

3. The US30 shield shall be deleted on sign #7.

4. Signs #10 and #11 shall be added.

S138 1. The legend "US30 BUSINESS" is to be replaced with a 24" US30 route shield on sign #1.

2. "JUNCTION" shall be deleted from sign #5.

3. "WEST" shall be substituted for "BUSINESS" on sign #6.

4. Signs #11 and #12 shall be added.

The speed sign on S137 at Sta. 1858+00 is to be covered as indicated on page 73 of the Special Provisions. The covering used shall be of good quality, as it must serve until the section west of this project is constructed to freeway standards.

The description for Type 'B' signs on page 55 of the Special Provisions shall be deleted and the following substituted therefore:

Type 'B' - Blue porcelain enamel background on an extruded aluminum panel, with reflectorized white removable legend.

NOTED
TOM EDWARDS

Type 'R' signs shall be fabricated as shown on the attached drawing, 37, as revised in December of 1961. The description for Type 'R' signs is as follows:

> Type 'R' - White reflectorized sheeting background on sheet aluminum with non-reflectorized black permanent legend.

All salvaged materials not used in this revision should be delivered to the Cascade Locks maintenance shop or to a location designated by the engineer.

The estimated cost of this revision is $855.

Will you make arrangements for having this revision accomplished under the existing contract.

Preliminary approval has not as yet been obtained from the Bureau of Public Roads.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

MJD:mgm
Attachment
cc: Tom Edwards

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JUL 13 1962

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[illegible]

5829

July 12, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 12, covering shoulder widening and pavement repair on the Multnomah County Line - E. Cascade Locks Section of the Columbia River Highway in Hood River County, Contract No. 5829, in connection with Federal-Aid Project No. 1-80N-2(20)39.

The area covered is in the Ruckel Creek slide area. Settlement has occurred which requires additional A. C. material to bring the south edge of the work to grade. It is also necessary to widen the shoulder approximately 0.5 ft. to meet the design section. The work in this area was proposed on the north side only.

Materials will be paid for at contract prices, this order being submitted to cover the extra labor and equipment required for correction.

This work was verbally recommended for approval by the BPR Area Engineer and the work was started June 20, 1962, as an emergency measure to expedite construction. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:ra
Enc.

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9 1962
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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

5829 —

June 11, 1962

Mr. Norman P. Barnes
Foress Company
Box 687
Corvallis, Oregon

Dear Mr. Barnes:

There are attached copies of the working drawings for the Type 'A' signs on the Multnomah County Line-East Cascade Locks, Contract Number 5829. It should be noted that the layout of Signs Number 3 and 4, Drawing Number S137 and Sign Number 1, Drawing Number S138 indicates the spacing for an anticipated plans change.

In the future would you please transmit working drawings to the resident engineer on the particular project involved, in order that he might know that this requirement of the Special Provisions has been fulfilled.

These working drawings are approved as noted.

Very truly yours,

Tom Edwards
Assistant State Highway Engineer

by Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

RECEIVED
JUN 13 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Attachment
DRA:mgm
bc: Tom Edwards
F. D. Morgan
A. E. Johnson
M. M. Stump

NOTE: There will be a request for a plans change forthcoming. The Bureau of Public Roads approval and performance of the plans change will be effected through the Construction Division Office. We are planning to chop US30 Bus. and route US30 thru city leaving only I80N on freeway between West and East Cascade Locks Interchange.

NOTED
TOM EDWARDS

RECEIVED
MAY 17 1962
FOR FILING

May 16, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 11 covering revision of the west Cascade Locks Interchange structure on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County, Contract No. 5892, in connection with Federal-aid Project No. I-80N-2(20)39.

Revision of this structure is made necessary by slides which occurred after partial completion. Attached to the order are sheets with descriptions of the work to be done as nearly as can be determined.

This work has been verbally recommended for approval by the BPR Bridge Engineer. Due to the necessity of completing the structure authorization was given to proceed with the work as of April 30, 1962, as an emergency measure. Approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
MAY 14 1962
FOR FILING

5829

OREGON STATE HIGHWAY DEPARTMENT

~~C. G. Polk~~
~~Division Engineer~~
~~Bureau of Public Roads~~
~~477 Cottage St. N. E.~~
~~Salem, Oregon~~

Subject: Record Sampling
Section: **Mult. Co Line-E Cascade Docks**
Highway: **Columbia River**
Contract No: 5829
Fed. Aid No: **I-80N-2(20)39**

Attention: Area Engineer

The work indicated below will be completed about **May 14,** 19**62** on the subject project.

☒	Lower Base Course	Sta. 1938 1967	to Sta. 1945 1980
☒	Top Base Course	Sta. 1938 1962	to Sta. 1945 1980
☐	Asphaltic Concrete Pavement	Sta.	to Sta.
☐	Portland Cement Concrete Pavement	Sta.	to Sta.
☐		Sta.	to Sta.

Remarks:

This notice is submitted to you to arrange for Record Sampling in accordance with Instructional Memorandum 20-5-60.

Since record samples are to be taken by our Division Soils and Geology Section with the Bureau of Public Road's Area Engineer or his representative, it is requested that you advise this office in advance the date you wish record samples taken.

Original Signed by A. E. Johnson

A. E. JOHNSON
Division Engineer

AEJ:sc
cc: Tom Edwards
Res. Engr. **M.M. Stump**
XXXXXXXXX **Dan Gano**
File

NOTED
TOM EDWARDS

NOTED
TOM EDWARDS

RECEIVED
MAY 9 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 2 1962

FOR FILING

5829

May 1, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 10 covering median barrier and guard rail posts on the Multnomah Co. Line-E. Cascade Locks Section of the Columbia River Highway in Hood River County, Contract No. 5829, in connection with Federal-Aid Project No. I-80N-2(20)39.

This work is necessary to reset and realign median barrier and guard rail where Ruckel Creek slide has displaced same. This is no fault of contractor as roadbed was constructed through slide area.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb

Enc.

RECEIVED
APR 25 1962
FOR FILING

April 25, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 9 covering fencing below normal elevations on the Multnomah County Line-E. Cascade Locks Section of the Columbia River Highway in Hood River County, Contract No. 5829, in connection with Federal-aid Project No. I-80N-2(20)39.

This order covers fencing below normal elevations in gullies, stream beds and abrupt depressions in accordance with the Special Provisions for this contract. It has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb

RECEIVED

FOR [illegible]

FORM CD-121
(9-28-59)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 24, 1962

5871

Polk

FROM : C. G. Polk, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-2(20)39
Multnomah County Line-E. Cascade Locks Unit
Extra Work Order No. 6

Reference is made to Order for Extra Work No. 6--Supplemental, transmitted with your letter dated April 18, 1962.

Our letter dated December 12, 1961, approved the solution (Plan 2, your letter December 8, 1961) which promised to result in the least cost to the Federal Government. Your use of Plan 1 at a total cost of $4,576.77 does not and cannot change our original limitation on participating cost.

All copies of the Supplemental Order except two are therefore returned herewith.

Attachment

Copy To
[illegible], w/ attachment
4-25-62

RECEIVED
APR 25 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 23 1962
FOR FILING

[illegible]

April 23, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3-Supplemental covering directional signing during construction on the Multnomah County Line-E. Cascade Locks Section of the Columbia River Highway in Hood River County, Contract No. 5829, in connection with Federal-aid Project No. I-80N-2(20)39.

Line change in the west interchange for slide correction has caused additional work on detours, and the work remaining to be done, has resulted in an estimated overrun of $1150.00 on the original order. This was approved by the BPR February 15, 1961. The total estimated cost for this work is $3,150.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
APR 23 1962
FOR FILING

April 23, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8 covering slide removal on the Multnomah County Line-E. Cascade Locks Section of the Columbia River Highway in Hood River County, Contract No. 5829, in connection with Federal-aid Project No. I-80N-2(20)39.

The slide is on the access road to the Forest Service garbage dump now in use. The access to the dump as noted in the agreement with the Forest Service has not been constructed and it is necessary to keep the presently used access open.

This work has been verbally approved by the BPR District Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
APR 19 1962
FOR FILING

5829

April 18, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 - Supplemental, covering additional drainage on the Multnomah County Line-E. Cascade Locks Section of the Columbia River Highway in Hood River County, Contract No. 5829, in connection with Federal-Aid Project No. I-80N-2(30)29.

This supplement is to cover overrun of the Order submitted January 26, 1962, and approved January 29. The overrun is caused by difficult area, unfavorable weather, stumps uncovered in the excavation and necessity to use tractors for placing the pipe instead of trucks due to steep grades and wet conditions.

Your Memorandum of December 12, 1961, approves this work on the basis of the cost of an open ditch. Your approval of the overrun on this basis is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

Enc.

RECEIVED
APR 16 1962
FOR FILING

5829

April 16, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4-Supplement No. 2, covering extra clearing and fence repair on the Multnomah County Line-E. Cascade Locks Section of the Columbia River Highway in Hood River County, Contract No. 5829, in connection with Federal-aid Project No. I-80N-2(20)39.

During winter storms trees feel on the right of way and some fence was damaged. Clean-up is necessary before construction can proceed. The additional amount of $1,610.00 is needed to cover a small overrun on the original order and supplement No. 1 and to do this additional work. It has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

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5829

April 9, 1962

Mr. Vernon Goetz, Chairman
Cascade Locks School Committee
Box 397
Cascade Locks, Oregon

Dear Mr. Goetz:

This is in reply to your letter of February 14 which concerns problems relating to school bus movements in the vicinity of Dodson. We understand that Mr. L. S. Hunter of the Portland Division has talked to you and this letter is a follow up on his explanation.

The Highway Department will, as part of the existing contracts, construct a turnaround at or near the point where the frontage roads which lead from the Dodson and Warrendale Interchanges cross the Union Pacific tracks. As these frontage roads will be State-maintained and kept open during all periods of the year, service to those properties north of the tracks should be just as convenient as that which previously existed. To construct a local-use road on the north side of the tracks is something over which the Highway Commission does not have jurisdiction and would be an item of expense for which federal-aid financing would not be eligible.

If you need further data or information on this subject please do not hesitate to call on us as we will gladly supply anything available.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

cc Forrest Cooper
G. E. Paxson
F. D. Morgan

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 30, 1962

SUBJECT: Dodson-Bonneville Section
Columbia River Highway

To: Mr. R. L. Porter
Ass't. State Highway Engineer

OFFICE

Attached find rough draft of reply to February 14 letter of Vernon Goetz, Chairman, Cascade Locks School Committee, with reference to school bus movements in the vicinity of Dodson.

It has been determined that Mr. Goetz was concerned about improving the same section of road mentioned in the petition headed by Harry E. Williams and dated February 7. However, the two requests were independent of each other.

F. D. Morgan
Construction Engineer

By
G. L. Decker
G. L. Decker
Field Construction Engineer

GLD:bjh
Attachment

NOTED
R. L. PORTER

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 20, 1962

SUBJECT:

To: Mr. R. L. Porter
Assistant State Highway Engineer
OFFICE

Attached is a letter from Vernon Goetz, Chairman, Cascade Locks School Committee, in which he asks for an extension of a service road. The letter has not been acknowledged and I have no information as to whether it would be feasible to extend this service road.

Will you please answer the letter when you have the information at hand.

G S Paxson
G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.

NOTED
R. L. PORTER

JACK A. JENSEN
SUPERINTENDENT-PRINCIPAL

BEATRICE SCOTT
CLERK-SECRETARY

CASCADE LOCKS SCHOOLS
Box 397
CASCADE LOCKS, OREGON

February 14, 1962

Oregon State Highway Department
Oregon State Capital
Salem, Oregon

Dear Sir:

The Cascade Locks Local School Committee has been informed by a number of parents of the need for an access road extension from County Road #1118 Eastward to and including the old Bellart's R. R. crossing at Dodson, Oregon.

The high speed Columbia River Highway is extremely dangerous for transporting students by school bus if the buses must load or unload from the main highway. Cascade Locks School has been able to load and unload these high school students from the service roads in the past. When the four lanes are completed on Highway 30 it would be much safer if the access road in question could be extended. This would allow the school bus to pick up all high school students on that side of the highway from a service road.

We therefore strongly request the State Highway Department give consideration to installing the short access road. This would solve our school bus route problem and would be the safest method of transporting the students.

Yours very truly,

Vernon W. Goetz
Vernon Goetz, Chairman
Cascade Locks School Committee

VG:bms
cc: C. C. Walker

NOTED
G. S. PAXSON

RECEIVED
FEB 16 1962
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Paxson

HOOD RIVER COUNTY SCHOOL DISTRICT, P. O. BOX 418, HOOD RIVER, OREGON
DONALD K. SHELTON, SUPERINTENDENT, HOOD RIVER, OREGON

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7 [illegible]
3829

April 6, 1962

Honorable Mark O. Hatfield
Governor of Oregon
State Capitol Building
Salem 10, Oregon

Dear Governor Hatfield:

Some little time ago, you requested that we prepare a reply for your signature to a petition from a group of people owning property near Dodson who wished additional local road facilities constructed by the Highway Department. Our staff has made a rather comprehensive study of the situation and believe that the planned facilities will provide equal or better service than that which previously existed.

The construction of roadways north of the Union Pacific tracks is actually a matter of local jurisdiction and is something for which we could not secure federal aid.

Our people have contacted at least some of the signers of this petition and I believe that they understand the situation.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc G. S. Paxson
R. L. Porter
Victor D. Wolfe

RLP:ajw hlb

SUGGESTED DRAFT FOR THE GOVERNOR'S CONSIDERATION
April 6, 1962

Mr. Harry E. Williams
5 S. E. Madison
Portland, Oregon

Dear Mr. Williams:

Reference is made to a petition that you and other property owners submitted relative to service to your property near Dodson. You pointed out that the construction of the new interstate highway in this area is causing problems relative to school bus movements, mail deliveries, and fire protection.

I have been told that the Highway Department has thoroughly studied this problem and will provide a turnaround at the points where the frontage road from the Dodson Interchange and from the Warrendale Interchange will intersect the Union Pacific Railroad right of way. This will provide service at least equal to that which existed before the freeway construction.

The construction of additional roadways north of the Union Pacific Railroad is a matter that would not be under the jurisdiction of the Highway Department but would be for consideration by the Multnomah County Board of Commissioners or possibly the community. I believe that the Highway Department's plans, however, will provide this vicinity with a very usable and convenient highway facility.

FORM E-50 80M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 30, 1962

SUBJECT: Dodson-Bonneville Section
Columbia River Highway

To: Mr. R. L. Porter
Ass't. State Highway Engineer

OFFICE

Attached find suggested rough draft for signature of the Governor in answer to petition dated February 7 concerning improvement of a section of road in the vicinity of Dodson. This road lies northerly of the railroad.

The petition is headed by the name of Harry E. Williams.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Field Construction Engineer

GLD:bjh
Attachment

RECEIVED
MAR 19 1962
FOR FILING

FORM E-30X—50M—6-61—38682

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 13, 1962

SUBJECT: Complaints
Cascade Locks-Dodson Area
Columbia River Highway

To: Mr. A. E. Johnson
Division Engineer
State Highway Department
Box 4699, Sellwood Station
Portland 2, Oregon

Attention: Mr. E. S. Hunter

The various complaints listed in Mr. Morgan's letter of February 28 included a petition to grade and surface an access road. By telephone conversation with you yesterday it was learned the copy of this petition did not reach your office. Accordingly, we are enclosing another copy.

Also enclosed are copies of a complaint from Harry E. Williams dated June 22, 1960 and answers to this complaint; also complaint from Ethel Conkey dated September 14, 1960 and answer to same. These complaints are forwarded for your information and to afford consistency in replies.

It will be noted the first signature on the above-mentioned petition is (apparently) that of a Harry E. Williams. I believe it should be determined if we are dealing with the same man in both instances.

You have reported on the complaint of Mr. Vernon Goetz, Chairman of the Cascade Locks School Committee, which appears to be the same as that of the petition headed by Mr. Williams' signature. I believe the connection (if any) between the two complaints should be determined before formal reply to either party.

Will you please contact the proper Mr. Williams regarding this petition and advise.

F. D. Morgan
Construction Engineer

NOTED
G. S. PAXSON

GLD:fp
Enc.
cc G. S. Paxson
R. L. Porter

By G L Decker
G. L. Decker
Field Construction Engineer

RECEIVED
MAR [illegible] 1962
STATE [illegible] ENGINEER

RECEIVED
MAR 2 1962
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 28, 1962

SUBJECT: Complaints
Cascade Locks-Dodson Area

To:

Mr. E. S. Hunter
Assistant Division Engineer
State Highway Department
P. O. Box 4699, Sellwood Station
Portland 2, Oregon

Reference is made to a phone call conducted this date with you concerning complaints made by a Mr. A. W. Coats, Cascade Locks, Mr. Vernon Goetz, Cascade Locks School Committee, and to a petition requesting additional improvement for school bus pick-up. Attached hereto are copies of these various letters and complaints so that you will have material to complete your file.

It is requested that you report as soon as practical on the results of your trip to Cascade Locks which was made this date.

F. D. Morgan
Construction Engineer

FDM:fp

Enc.

cc G. S. Paxson
R. L. Porter

RECEIVED
MAR 1 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

February 26, 1962

FORREST:

It would be appreciated if you would draft a suggested reply for the Governor's signature.

[illegible]

B.21

Original to Parson

RECEIVED
FEB 23 1962
FOR FILING

Salem, Oregon
February 20, 1962

Mr. R. L. Porter
Assistant State Highway Engineer
OFFICE

Attached is a letter from Vernon Goetz, Chairman, Cascade Locks School Committee, in which he asks for an extension of a service road. The letter has not been acknowledged and I have no information as to whether it would be feasible to extend this service road.

Will you please answer the letter when you have the information at hand.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.

February 7, 1962

State Highway Dept.
Salem, Oregon

Re: Sec. 35-36, Range 2N-6E

Gentlemen:

We, the undersigned property owners at Dodson, Oregon on the Banfield Freeway (Hwy.30), do petition your honorable body as follows:

> "To grade and surface an access road extending from County Rd. #1118 Eastward to and including the old Ballert's R.R. crossing (Walker's). This is a distance of approximately 3/8 miles and the deeds to all properties North of the railroad right-of-way contain a permanent 30' public easement clause."

Factors developed in concert with the improvement of Highway #30 have imposed difficulties in mail delivery, school bus pick-up, fire protection, and seapage that in our opinion warrants your favorable consideration of this petition.

Mail boxes at the East end of the area under consideration will be ordered moved a greater distance from the properties now being serviced. At both ends of the area no mail delivery will be possible during the winter snows simply because no clearing of the proposed turn-around will be possible without a through access road.

Children must use the services of an East-bound school bus and will be compelled to cross all lanes of the freeway to board the bus. In order to board the West-bound bus (or East-bound) in the area the school buses will stop on the freeway which certainly is not in the interests of safety. During the winter months, snow conditions will preclude school attendance as well as medical attention, simply because of no snow-clearance.

Fire protection to properties in the area is materially impaired by road-conditions that have developed since the construction of the new highway. We have also been informed that no future fire protection will be made available to us without a through road.

In view of these considerations, we urgently request your earliest attention to this petition.

AFFECTED PROPERTY OWNERS

[illegible]	MAILING ADDRESS
Harry T. Wilkins	5 S.E. Mc[illegible]
Clarence J. Walker	Star Route Bonneville Ore
Francis & [illegible]	Star Rt Bonneville, Oregon
Calvin & Edna Hall	6406 S.E. [illegible] St.
Allen C Park	Box 314 Bonneville Ore
Bessie [illegible]	5615 S.E. 54th Portland, Ore
Oscar & E Haines	[illegible]
Mr Laurence S. Ross	2389 SE 47 ave
[illegible]	7 5[illegible]
Clarence J. Haight	Star Route, Bonneville Oregon
[illegible]	
Harold E Graham	Bonneville Oregon
Alice A Park	4322 NE 30th
David Hills	Star Rt Bonneville Ore
[illegible] J O'Neal	Star Rt Bonneville Ore
Joseph A. Bresher	Bonneville Ore
Adeline V Burrows	3826 E Evergreen Blvd Vancouver Wash

Carol J. Hagemann
Star Route
Bonneville Ore

Glenn N Savey
1136 SE 51 Ave
Portland 15. Oregon

C.A. Vanek
7346 N. Mohawk
Portland, 3 Ore.

Mr & Mrs R W [illegible] ([illegible])
5534 SE [illegible] Portland 15 Ore

Mr & Mrs William F. Cayea
1835 N. Alberta Portland

Leo E. Candee
301 SE 53 Ave. Portland, Oregon

February 14, 1962

Oregon State Highway Department
Oregon State Capitol
Salem, Oregon

Dear Sir:

The Cascade Locks Local School Committee has been informed by a number of parents of the need for an access road extension from County [redacted] #1113 Eastward to and including the old Ballard's R. R. crossing at Dodson, Oregon.

The high speed Columbia River Highway is extremely dangerous for transporting students by school bus if the buses must load or unload from the main highway. Cascade Locks School has been able to load and unload these high school students from the service roads in the past. When the four lanes are completed on Highway 30 it would be much safer if the access road in question could be extended. This would allow the school bus to pick up all high school students on that side of the highway from a service road.

We therefore strongly request the State Highway Department give consideration to installing the short access road. This would solve our school bus route problem and would be the safest method of transporting the students.

Yours very truly,

Vernon Cooke, Chairman,
Cascade Locks School Committee

VC:hms
cc: C. G. Walker

RECEIVED
APR 4 1962
FOR FILING

Form 2-82X—11-61—40231

5129

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 2, 1962

To: Mr. Fred Flaboe
Asst. Construction Engineer
O f f i c e

SUBJECT: Multnomah County Line-East
Cascade Locks Section
Columbia River Highway
Contract #5829
Damage to Right Exterior
Column of Bent 4

I note that by office letter of November 21, 1961, Mr. Huttman advised you that he would bring this file up for action this spring.

After reviewing this file, it does not appear that any further action by the Legal Department is appropriate at this time. The contractor, Vernie Jarl, was notified by letter of November 9, 1961, that the cost involved in digging down to the footings and replacing the column, if necessary, would have to be borne by him.

If, at the time of final payment or prior thereto, the contractor questions whether this expense is properly chargeable to him, it appears that his responsibility is clearly established by Section 1.7.21, Standard Specifications (see also Section 1.7.13 of Standard Bridge Specifications).

ALAN L. JOHANSEN
Staff Attorney

ALJ:ks
cc: Ivan Merchant
G. S. Paxson
A. E. Johnson
L. I. Lindas

NOTED
G. S. PAXSON

RECEIVED

FOR FILE

5829

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 28, 1962

SUBJECT: Multnomah County Line-East
Cascade Locks Section
Contract No. 5829

To: Mr. R. L. Porter
Ass't. State Highway Engineer

OFFICE

On March 8, 1962, you forwarded to this office a copy of your letter to Mr. McDon Bonta of Cascade Locks stating that we would take whatever corrective measures necessary to relieve a hazardous condition consisting of a deep hole near Moody Avenue. We have had the matter investigated in the field and find that we have, indeed, created such a condition as a result of our change of the grade of Moody Street.

We are attempting to alleviate this condition by integrating a cooperative project between the State and the City. This project would consist of the City installing a 12' length of 15" pipe and the State constructing a catch basin connecting this pipe into an outlet system. Mr. Bonta is investigating this matter and will soon report the City's feelings.

If we cannot get the City to make this small installation we will immediately initiate orders on our contract to take care of the matter.

I do not believe that any further correspondence to Mr. Bonta from your office is necessary.

F. D. Morgan
Construction Engineer

By FB Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

RECEIVED
MAR 28 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 22 1962

FOR FILING

5429

March 22, 1962

10

Mr. Eugene Miller
Cascade Auto & Towing Service
Post Office Box 423
Cascade Locks, Oregon

Dear Mr. Miller:

Since receiving your recent letter concerning the condition of the detours at Cascade Locks we have made some changes in curvature, sign spacing, warning lights and directional arrows. We hope that these alterations have remedied the condition you complained of, but if not, careful watch is being made and should further adjustments or changes be indicated such will be done.

It is hoped that these detours will not have to be in service too much longer and we appreciate very much your bringing the matter to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

A. L. Porter
Assistant State Highway Engineer

ALP:ajw

cc Forrest Cooper
F. B. Morgan
A. A. Johnson (Portland)

March 22, 1962

Mr. A. W. Coats
Cascade Locks Volunteer Fire Department
Cascade Locks, Oregon

Dear Mr. Coats:

Reference is made to your recent letter concerning the detour problem at Cascade Locks. Our Mr. Ed Hunter reports that he has contacted you on the matter. You are probably aware of what adjustments and changes have been made. You may be assured that we will keep a careful check on the problem and should any further adjustments or changes be necessary they will be taken care of.

We thank you for your letter and for bringing this matter to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

cc Forrest Cooper
F. D. Morgan
A. E. Johnson (Portland)

FORM E-90 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 12, 1962

SUBJECT: Multnomah Co. Line-E. Cascade Locks
Columbia River Highway
Detours

To: Mr. R. L. Porter
Ass't. State Highway Engineer

OFFICE

Attached find rough drafts of letters to Mr. Eugene Miller and Mr. A. W. Coats, both of Cascade Locks, in reply to letters from each regarding detours west and east of that city.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Field Construction Engineer

GLD:bjh
Attachments

O.K. F D Morgan

RECEIVED
MAR 14 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R L PORTER

CASCADE LOCKS VOLUNTEER FIRE DEPARTMENT
CASCADE LOCKS, OREGON

Feb. 26, 1962

Oregon State Highway Commission

Dear Sirs;—

I am writing this as a complaint of the two Detours in US highway #30 one at each end of our town.

They appear to be improperly constructed or marked as numerous accidents will testify

It seems terrible that there has to be so much suffering & death, before a correction is made

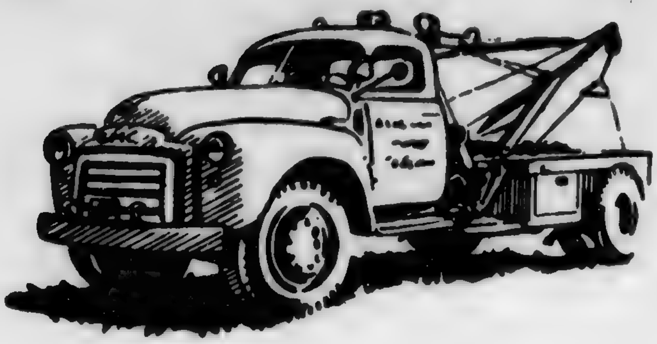
Daytime driving isn't so bad on them, but fog or a stormy night theyre murder, as the wreck east of Cascade Locks on Feb. 17 will prove, the signs arent too plain, the center line is nearly non existant and seems to be plain paint, not reflective, unnecessary curves, all in all very poor engineering for a long time detour. Hoping this will help before more people are killed or maimed.

U.W. Coats First Aide, Capt.

PLEASE RETURN TO
R. L. PORTER

Radio Dispatched

NMA



AAA

CASCADE AUTO & TOWING SERVICE

P. O. Box 428 Phone: 8441
Cascade Locks, Oregon

February 22, 1962

REFERRED TO
Porter
BY DEPUTY STATE HIGHWAY ENGINEER

Mr Forest Cooper
State Highway engineer
State of Oregon

Dear Sir:

You may not remember me, but I had a very informative meeting with you several months ago concerning the purchase of the Bridge of the Gods. We eventually purchased the bridge but with an entirely different program.

Now our community as well as the traveling public has a very serious problem in regards to our present detours that we have on each end of town.

If this project is not clear to you at the present time, I would like to suggest that you look at a detail map or a good ariel photo so that you may better picture my aim in writing to you at this time.

It seems as though it takes a fatality before people become really conscious of the fact that something needs to be done about the matter. Last Saturday evening, a very attractive mother of four wonderful childrenwas killed almost instantly on the east edge of our so called detour.

I fully reliaze that the highway department did not intend that these detours be used as a highway for so long a time. I have been told however that the State Police have sent in a report as to the condition of this hazard. I also feel quite sure that if you were to check down through the chain of comand that the local highway maintance foreman may also made some notes on this matter.

Your engineers make their inspections during the daytime, which when traveling at the posted speeds, things do not seem to be very serious. However if they were to travel at night or during hard rains, I feel quite sure that they to would get lost winding around though what we call the mess.

I am not trying to tell you people what needs to be done, but sincerely ask that you insist that the contactor does something AT ONCE to lessen this haszard.

RECEIVED
FEB 23 1962
OREGON
STATE HIGHWAY COMMISSION

K

2-28-62 Porter

Info to contr per phone. Consider the [illegible]

Radio Dispatched

NMA

AAA

CASCADE AUTO & TOWING SERVICE
P. O. Box 428 Phone: 8441
Cascade Locks, Oregon

Page 2 February 22, 1962 Letters regards Mess.

I understand that to date there have been about fourteen accidents at these places at each end of our community. Not all of these accidents required the services of our community ambulane or of our towing service. We are in the towing business to make money but we do not like to see our friends and customers hurt and killed.

I travel this road a great deal and have seen a great many close calls in this area. You or some of your friends could be next.

I wish to thank you now for I feel quite sure that you will consider this matter at once.

Sincerely yours

Eugene Miller

Eugene Miller

NOTED
R L PORTER

RECEIVED

FORM E-123-X 50M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5829

March 13, 1962

Mr. Norman P. Barnes
Foress Company
Box 687
Corvallis, Oregon

Dear Mr. Barnes:

Attached is a copy of the working drawings for the additional signs on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway, Contract No. 5829. The working drawings have been checked and are approved.

Very truly yours,

Tom Edwards
Assistant State Highway Engineer

by Original Signed by F. B. CRANDALL

F. B. Crandall
Traffic Engineer

DFD:mgm
Attachment
cc: Tom Edwards
A. E. Johnson
M. M. Stump

NOTED
TOM EDWARDS

RECEIVED
MAR [illegible] '62
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 9 196
FOR

5829

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 8, 1962

SUBJECT: Multnomah Co. Line-East Cascade Locks Interchange Section

To: Mr. A. E. Johnson
Division Engineer
State Highway Department
P. O. Box 4699, Sellwood Station
Portland 2, Oregon

Enclosed find copies of letters from Mr. McDon Bonta and R. L. Porter concerning a hazardous condition near Moody Street. Please make a suitable investigation, take corrective measures indicated, and make a report to this office.

This matter could have been better handled on a local level. Please discuss it with Mr. Bonta and see if he won't communicate directly with your Resident on matters such as this in the future.

F. D. Morgan
Construction Engineer

By F B Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh
encs.

cc: G. S. Paxson
R. L. Porter

MAR 9 1962
OFFICE OF
STATE

March 8, 1962

Mr. McDon L. Bonta
City of Cascade Locks
Cascade Locks, Oregon

Dear Mr. Bonta:

Thank you for your letter of March 6 concerning a street condition that was caused by the construction of the freeway through your city. The matter will be looked into immediately and whatever corrective measures are necessary will be taken.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

cc Forrest Cooper
F. D. Morgan - with copy of Mr. Bonta's letter

CITY OF CASCADE LOCKS
CASCADE LOCKS, OREGON
Municipal Owned Water, Light and Power

March 6, 1962

Mr. Forest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

In the construction of the Moody Avenue overpass, and subsequent alteration and raising of the street grade on Moody Avenue at this point, a deep hole was created at the intersection where Moody Avenue turns East, presenting a hazard to vehicular traffic.

This hole is approximately two feet feep, and a number of vehicles have backed into it when turning around at the intersection. It would be appreciated if your field men would inspect this condition and see what could be done to make it safe for traffic. A catch basin, slightly lower than street grade, with sewer drain pipe feeding into the basin would seem to be a logical solution.

Enclosed for your convenience in locating this trouble spot is an overlay of the Freeway Route through Cascade Locks. The area is indicated by a red circle.

Trusting this matter will receive your immediate consideration, I remain,

Very truly yours,

CITY OF CASCADE LOCKS

BY McDon L. Bonta
McDon L. Bonta

Porter

RECEIVED
MAR 7 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
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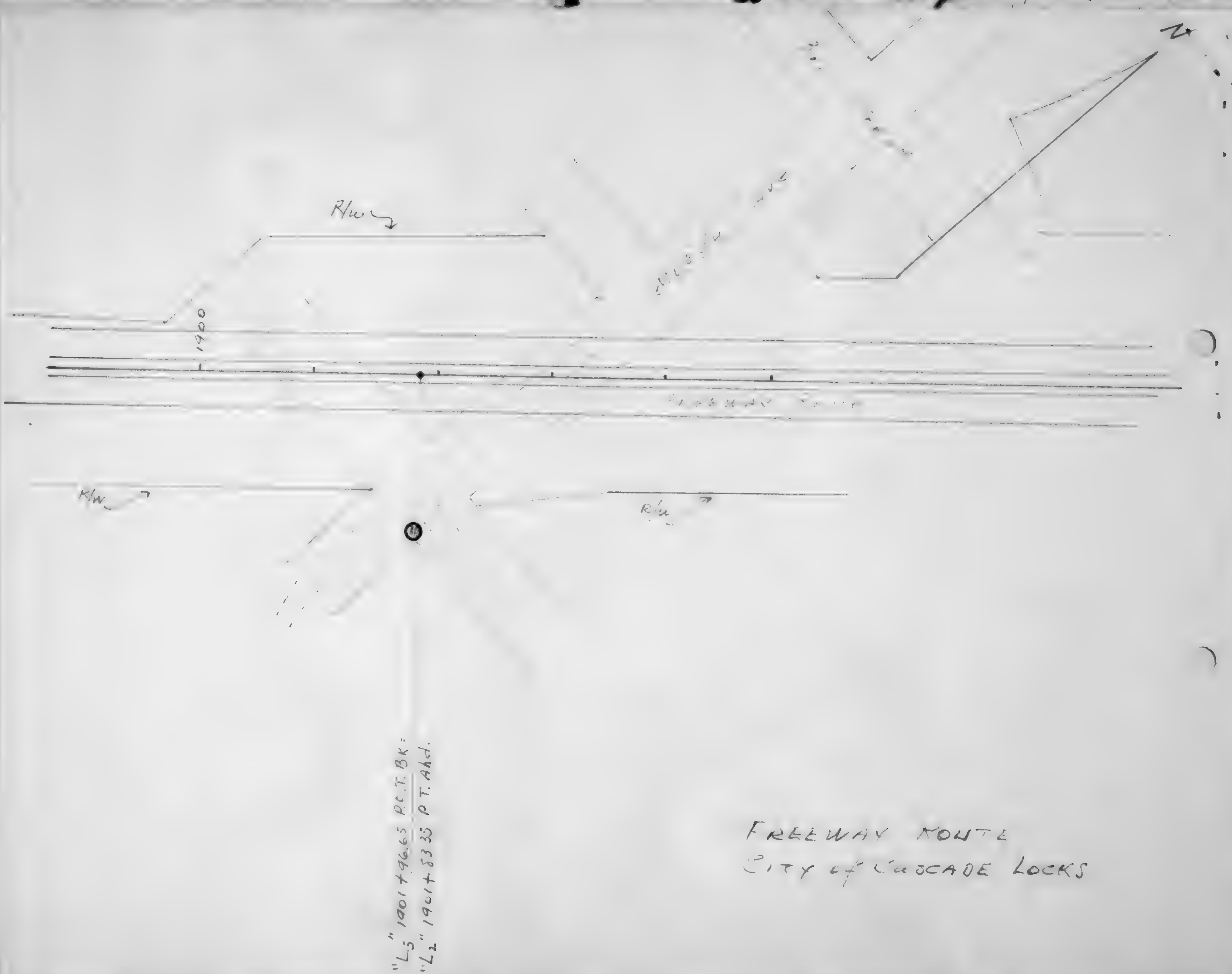
N
1900
R/W
R/W
R/W
"L5" 1901+96.65 P.C.T. Bk =
"L2" 1901+83.35 P.T. Ahd.

FREEWAY ROUTE
City of Cascade Locks

RECEIVED
FEB 27 1962
FOR FILING

5829

February 26, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7 covering additional signs on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County, Contract No. 5829, in connection with Federal Aid Project No. I-80N-2(20)39.

Since award of the contract it has been determined that six identification signs are needed. Two copies of the revised plan sheets covering these signs are attached.

The proportional cost per sq.ft. for these signs is higher than those in the contract and the contractor would not install them for his bid price. It is to be done on force account basis.

This work has been verbally recommended for approval by the BPR Area and Highway Engineers.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

FEB 19 1962
FOR FILING

FORM CD-121
(9-28-59)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 16, 1962

CGPolk

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

SUBJECT: Oregon Project I-80N-2(20)39
Multnomah County Line-East Cascade Locks Section
Order for State Force Work
Vertical Drilling

Reference is made to your letter dated February 13, 1962 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Verbal approval was extended on February 2, 1962, which permitted work to begin February 5, 1962.

Young
with attachment
2-19-62

RECEIVED
FEB 16 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

RECEIVED
FEB 21 1962

FORM E-30X—50M—6-61—36682

[illegible] 39

5829

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
February 15, 1962

SUBJECT: Signing Revisions
Multnomah Co. Line-E. Cascade Locks
Columbia River Hwy. No. 1 (I80N)
Contract #5829

To:

F. D. Morgan
Construction Engineer
BUILDING

Attached are additional copies of the plans for the signing revisions, submitted July 13, 1961, for the above named section. At the time these plans were originally submitted, they had received preliminary approval from the Bureau of Public Roads. They are being resubmitted to you at this time for transmittal to the Bureau for formal approval.

These revisions are to be made by Extra Work Order.

F. B. Crandall
Traffic Engineer

DPD:mgn
Attachment
cc: Tom Edwards

NOTED
TOM EDWARDS

RECEIVED
FEB 21 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 14 1962
FOR FILING

5829

February 13, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 7, Account No. 235 covering vertical drilling on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County, Contract No. 5829, in connection with Federal Aid Project No. I-80N-2(20)39.

This work is necessary to determine the ground water level and extent of trapped underground pools for the analyzation and correction of the slide area. The Ruckel Slide area is a critical problem in construction.

The contractor is not equipped to do this work. The amount is too small to be let to contract. The State has the special equipment and crews to do the work most economically. The BPR Area Engineer has verbally recommended approval of this work.

The total estimated amount of the order is $4,000 with Federal participation of $3,600.

Due to the necessity of having the remedial work completed so construction can proceed on schedule the Field was authorized to proceed February 5, 1962, as an emergency measure. It is requested that approval be made retroactive to that date.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

DBP:jb
Encs.

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FEB 6 1962

FORM K-30X—80M—6-61—38662
FOR FILING
5829

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 1, 1962

SUBJECT: Multnomah County Line-
East Cascade Locks Section
Ruckel Slide Area
Contract No. 5829

To: MEMO TO FILE

The following named people met in the Construction Department offices today for the purpose of establishing a program for finishing this project:

F. D. Morgan
I. D. Merchant
G. L. Decker
F. W. Yarbrough
F. B. Klaboe

After reviewing the history of the slide movement, and the involvement of the highway and railroad facilities with said movement, it was decided that we would shoot for an opening date of July 31, 1962.

Mr. Yarbrough has made another recent study of this slide and reports that it is still moving, but that it has not involved any more highway facility than that which was involved during the initial movement phase last fall. The horizontal movement at the railroad facility near the toe of the slide has been quite uniform throughout the past five months and averages a little more than 1/10 of a foot per month. No further movement of the structure has been noted.

It, therefore, appears that the unloading procedure we took last fall has materially helped the situation inasmuch as the rate of movement has not increased since the rainy season began last October. Normally, we would expect accelerated movement attendant the rainy weather.

Before proceeding with the work of reconstructing the structure involved, we believe that further investigation

NOTED
R. L. PORTER

is warranted. As recommendedby Yarbrough, we desire to bore 3-4 vertical holes and case them with slotted pipe in an effort to determine whether or not ground water in the area is being drained away by the drainage tunnels. If we find out that the existing tunnels are not performing adequately, we will further investigate the possibility of expanding the tunnels to alleviate the situation.

This vertical boring work would be done using State drill crews and would cost about $10 a foot for a total of $3-4,000. The Bureau of Public Roads people have been contacted and have agreed to participate in the cost of the work.

We are still tentatively planning to proceed with the structure reconstruction about April 1. Representatives of this department and of the Bridge Department will meet with the contractor in about two weeks and attempt once more to work out a reasonable method of handling the revisions at a fair cost.

Assuming that we begin the structure work about April 1, we expect to complete all work on the project about July 31, 1962.

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: G. S. Paxson
R. L. Porter ✓
C. G. Polk
I. D. Merchant
A. E. Johnson
F. W. Yarbrough

FEB
STATE

RECEIVED
JAN 26 1962
FOR FILING

5829

January 23, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering additional drainage on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County, Contract No. 5829, in connection with Federal Aid Project No. I-80N-2(20)39.

This work is necessary to take care of excess water which drains onto the Von Ahn property from our highway drainage.

Please refer to our letter of December 8 regarding this drainage and your memorandum of December 12, 1961. The decision has been to install the 24" pipe culvert, Plan 1. Your approval of the work with participation on the amount of $3,005 in accordance with your memorandum is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

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FOR FIL

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

5829

DATE: December 12, 1961

CGPolk

FROM : C. G. Polk, Division Engineer
08-35.4DA Salem, Oregon

SUBJECT: Oregon Project I-80N-2(20)39
Multnomah County Line - East Cascade Locks Section

Reference is made to your letter dated December 8, 1961 concerning the Von Ahn property.

We have no alternative, if Federal participation is requested, but to approve that solution which promises to result in the least cost to the Federal Government.

It appears from the estimates submitted that Plan II meets this requirement.

Morgan
[illegible]

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DEC 13 1961
OFFICE OF
STATE HIGHWAY ENGINEER

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E. L. [illegible]

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DEC 4 1961
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FOR FILING

5829

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 29, 1961

SUBJECT: Von Ahn Drainage
Multnomah County Line-East
Cascade Locks Section
Columbia River Highway
Contract No. 5829

To:

Mr. A. E. Johnson
Division Engineer
State Highway Department
Box 4699, Sellwood Station
Portland 2, Oregon

Decision has been made to construct a 24-inch concrete culvert to satisfy the complaint of Mr. Von Ahn, who owns property in the vicinity of Station 1917.

Please prepare a plan and profile of the proposed installation, compute quantities and get prices from the contractor for the work.

We have tentative approval from the Bureau of Public Roads for participation in at least part of the work, but actual construction should not be started prior to the approval of the Price Agreement.

Tom Edwards
Construction Engineer

By

L. H. Young
Assistant Construction Engineer

CHB:fp

cc Forrest Cooper
Victor D. Wolfe

NOTED
FORREST COOPER

RECEIVED
[illegible] 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 28 1961
FOR FILING
I-80N-2(20)39
5829

November 27, 1961

Oregon State Highway Commission

Gentlemen:

It is anticipated that there will be an overrun of the original project authorization on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County. This project is under contract to Vernie Jarl of Gresham.

The original project authorization was $1,579,259.25. The present anticipated cost is $1,773,197.72, indicating an overrun of $193,938.47, or 12.2 per cent.

The reason for the overrun is that a large slide occurred at the West Cascade Locks Interchange, requiring extensive corrective work and protection of the Union Pacific Railroad facilities. It was necessary to realign the highway through the slide area.

Your approval of this additional authorization of $193,938.47 is recommended.

This matter will be on the agenda for the meeting on December 8.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CHB:fp me

cc Tom Edwards
R. L. Porter
C. H. Maison

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DEC 11 1961
FOR FILING
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 22, 1961

SUBJECT: Overrun of Project Authorization
Multnomah County Line-East
Cascade Locks Section
Columbia River Highway
Contract No. 5829

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

Attached is a Report on Expected Overrun of Project Authorization on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County. The original project authorization was $1,579,259.25. The present anticipated cost is $1,773,197.72, indicating an overrun of $193,938.47, or 12.2 per cent. The contractor is Vernie Jarl of Gresham.

The cause of the overrun is a slide at the West Cascade Locks Interchange which has required extensive corrective work including redesign of the interchange and considerable work on the railroad drainage tunnels.

The Bureau of Public Roads has concurred verbally in this additional authorization. A rough draft of a letter to the Highway Commission is attached. Your concurrence in this additional authorization is requested.

Tom Edwards
Construction Engineer

By F B Klaboe
F. B. Klaboe
Field Construction Engineer

CHB:fp

Attach.

RECEIVED
NOV 24 1961
OFFICE OF
STATE HIGHWAY ENGINEER

FORREST COOPER

RECEIVED
NOV 21 1961
FORM E-30X 80M 7-60 29396
FOR FILING

5429

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 21, 1961

SUBJECT: Multnomah County Line-
East Cascade Locks Section
Columbia River Highway
Contract No. 5829

To: Mr. F. B. Klaboe
Field Construction Engineer

OFFICE

I believe that the cost of digging down to the footings and the replacement of a new column can legally be charged against the contractor.

This damage was due to a collision between a truck and trailer owned by Don Paulson of 265 Carney, Twin Falls, Idaho.

I have been informed that the costs and determination will not be known until next spring. Therefore, I am placing a hold on my file and next spring I will bring it up for action at that time.

LEO V. NUTTMAN
Staff Attorney

LVN:ep
cc: Ivan Merchant
A. E. Johnson
G. S. Paxson ✓

RECEIVED
[illegible] 1961
OFFICE OF
STATE HIGHWAY ENGINEER

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NOV 13 1961
FOR FILING

2779

Salem, Oregon
November 10, 1961

Multnomah County Line-
Cascade Locks Section
Contract No. 5829

Mr. Leonard I. Lindas

Herewith copy of a letter from Mr. F. B. Klaboe and a report from Division Engineer A. E. Johnson covering damage to a structure now under construction just west of Cascade Locks by a truck and trailer owned by Mr. Don Paulson of Twin Falls, Idaho. You will note that Mr. Klaboe recommends that we notify the contractor on this job, Mr. Vernie Jarl, that the damage is his responsibility, and that he should look to the trucker's insurance for relief.

When this job was placed under contract, the plan was to carry highway traffic on the northerly side of the structure and far enough away from it so that there could be no anticipation of damage from the highway traffic. Because of the slide which occurred, which is not the fault of our contractor, it became necessary to divert the detour traffic to the southerly side and underneath the structure. Under the original plan, the contractor could not have anticipated any damage from highway traffic. Under this revision, the structure was exposed to such damage, and this accident has happened.

I doubt that we could sustain any action against the contractor. If you concur in this, I would ask that you notify the contractor that the State is not holding him responsible for any damages which have been incurred; if not, I would suggest that you proceed as Mr. Klaboe has suggested and throw it up to the contractor.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

FORM E-30 50M 3-61 84397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 7, 1961

SUBJECT: Multnomah Co. Line-East Cascade
Locks Section
Columbia River Highway
Contract No. 5829

To: Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

Enclosed find copies of reports pertinent to a collision between a truck and trailer owned by Don Paulson of 265 Carney, Twin Falls, Idaho, and the right exterior column of Bent 4, West Cascade Locks Interchange Structure. You will recall that we have issued a shutdown order on this structure as a consequence of its involvement in the Ruckle Slide. One column (not the one involved here) has shown movement due to the action of the slide upon it. Our plans now call for shifting alignment approximately 15 feet southerly at the structure site. Under these new plans, we will utilize the column damaged by the collision.

As a result of this collision (and not as a consequence of the slide) the column has been knocked 0.28 feet out of plumb. We are able to state this positively as we have established accurate reference lines in the area in order to check for further involvement of the structure with the Ruckle Slide.

Under the circumstances, it will be necessary to excavate the column to its footings and determine if serious structural damage has occurred. In the event that the footing area shows such damage, the column would have to be replaced.

The "bending" in this case is not surprising due to the fact that the column is not yet tied into the structure proper.

It is therefore recommended that our Legal Department be contacted and, if proper, requested to direct a letter to the prime contractor, Vernie Jarl, Gresham, Oregon, stating that we consider the damage his responsibility. Undoubtedly, they will look to the trucker's insurance carrier for relief. The letter should further state that an examination of the footing area will be required after which determination will be made concerning whether or not the column will have to be replaced or can be utilized.

RECEIVED
NOV 7 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Tom Edwards
Construction Engineer

By F B Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp
Enc.
cc L. I. Lindas - with enc.
Ivan Merchant
A. E. Johnson

FORM E-30 90M 9-61 34987

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
November 6th, 1961

SUBJECT: Mult. Co. Line-E. Cascade Locks
Columbia River Highway
Contract 5829

To: Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Herewith is a report from Mr. E. Rodriguez, resident bridge engineer, regarding an accident at the West Cascade Locks Interchange on October 29, 1961 in which a truck struck the right exterior column of bent 4 of the west interchange structure now under construction. As noted in Mr. Rodriguez's report, the column measures 0.28' out of plumb as a result of this accident.

I have discussed this with Mr. Ivan Merchant, and it is believed since this structure is under construction, that damage to this column would be the contractor's responsibility, and probably covered by the trucking company's insurance.

It is recommended that the contractor, Vernie Jarl, and the bridge subcontractor, Hannan Bros., be notified by our Legal Department, that we consider this their responsibility, and it is also recommended that the entire column be exposed by excavation, so that an examination may be made to determine if the column is cracked or broken loose from the footing, and, if necessary, we will expect them to replace the column.

A E Johnson

A. E. JOHNSON
Division Engineer

AEJ:w
Encl.
cc: Ivan Merchant
E. Rodriguez
M. M. Stump

CONSTRUCTION DIVISION
RECEIVED
NOV 7 1961
NOTED-- ☐ ☐ ☐ ☐ ☐
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REFERRED TO
Klabze

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Hood River, Oregon
November 3, 1961

SUBJECT
Multnomah Co. Line-E. Cascade Locks
Section Contract 5829
West Cascade Locks Interchange Br. 8609
Damage to Right Exterior Column, Bt. 4

To

Mr. A. E. Johnson
Division Engineer
Oregon State Highway Department
Portland, Oregon

On October 29, 1961 at approximately 1:55 A. M., an eastbound 1961 International truck, Idaho Lic. 8865TK and trailer, Idaho Lic. 34677TR, owned ay Don Paulson of 265 Carney, Twin Falls, Idaho and operated by Ralph B. Bailey, 307 Lincoln St. Box 325, Kimberly, Idaho was involved in a traffic accident in the vicinty of the West Cascade Locks Interchange, Br. No. 8609.

The truck and trailer came to a stop against the right exterior column of Bt. 4. This column is 22.5' high with 16.0' being above the ground line. In the exposed section, the column measures 0.28' out of plumb. In addition, several hair line cracks in the concrete are visible. Since the section from the ground line to the top of the footing has not been examined, it is recommended that the entire column be exposed for inspection before any work is resumed.

Mr. John Harvey, Chief of Police, Cascade Locks, investigated the accident and a copy of his report and sketch is enclosed. Mr. Harvey has informed me that at the time of the accident the highway was dry and the weather fair.

This section of the highway is posted with construction signs and the shoulders properly marked with reflectorized guide posts.

E. Rodrigues
Resident Bridge Engineer

Encl.

cc M. M. Stump
Bridge Division

ACCIDENT REPORT . 10-29-61 1,55 A.M.

Vech. # 1.

1961 International truck. Lic. Idaho 8865TK . Searl # E12793H.
Pulling a Willamsen Trailer Lic. # 34677TR Idaho,
Driver. Ralph B,Bailey DOB, 8-17-23.
307 Lincoln st. Box 325 Shouffurs Lic. # 200670 Idaho,
Kimberly Idaho.

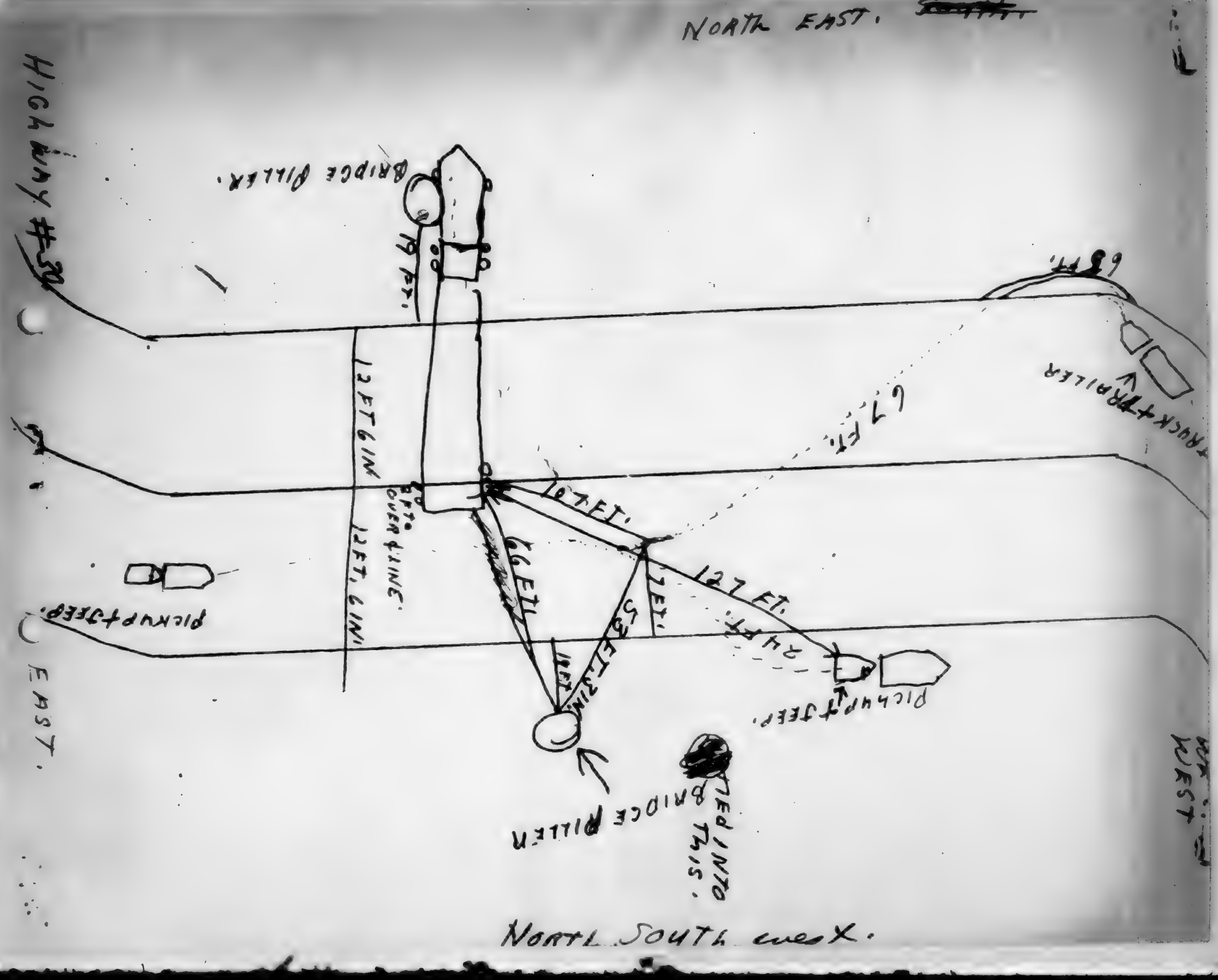
Reg. Owner.Don Paulson
265carney
Twin falls Idaho,

Mr. Bailey Statement.
I was going east on highway # 30 at a speed of about 35-40 M.P.H. and just west of cascade locks somthing went wrong , I dont know what happened unless i got of on the shoulder and the trailer jack knifed , and in trying to straiten it up i hit the pickup, and that is all i know,
Mr Bailey was taken to Hood River Hospital , By Cascade locks Aumblance.
Complained of rib and leg hurting.

Uech, # 2.
1960 Chev, ½ ton pickup Lic,# 2Q 5878 Oregon. Pulling a jeep Willies 1946 . Lic.# LL 2957
Driver. and Owner
Donald D. Gratream Opr.Lic. # 921233 Oregon
Rt. 1.Box 65 DOB. 7-4-23
Boring Oregon

Statement of Mr. Greatream
I was going to portland headed west and i was meeting this truck and all of a sudden this truck started comming at me side ways.I whiped to the ditch but not in time to keep from getting hit. The truck hit my pickup and all so the jeep/
Mr. Gretream Stated that his right leg was hurting,

John Harvey.
Chief of Police


NORTH EAST. ~~South~~
HIGHWAY #50
BRIDGE PILLER.
19 FT.
65 FT.
TRUCK+TRAILER
67 FT.
12 FT. 6 IN.
2 FT. OVER ¢ LINE.
12 FT. 6 IN.
10 FT.
66 FT.
127 FT.
7 FT.
53 FT. 3 IN.
11 FT.
24 FT.
PICKUP+JEEP.
PICKUP+JEEP.
EAST.
WEST
BRIDGE PILLER
[illegible]ED INTO THIS.
NORTH SOUTH west.

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[illegible] 1961
FOR FIL

Form No. E-372-10M-[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Multnomah Co. Line - E. Cascade Locks
Date November 7, 1961
Highway Columbia River
Contract No. 5829
County Hood River
Kind of Work Grading, Paving Structures, Signing
Contractor Vernie Jarl
Contract Amount 2829 $1,363,736.00

Expected over-runs and under-runs in contract items: Quantity Unit Price Amount

Major items, itemized:

(See attached sheet #1) $ + 32,139.25

Minor items, unitemized algebraic total (See attached sheet #2) - 1,443.43

Subtotal $+ 30,695.82

Approved work orders (Price, extra work and state force orders) (See attached sheet #3) $ 173,685.42

Expected over-runs and under-runs in work orders: Amount

Major items, itemized:

Minor items, unitemized algebraic total (See attached sheet #3)

Subtotal $- 3,975.99

Authorization for engineering $ 112,302.88

Expected over-run or ~~under-run~~ of engineering authorization $ 26,000.00

Costs not included above (explain) (Bridge Revision - See attached sheet #4) $+ 46,765.00

Allowance for future contingencies (4.5 % of work remaining) (533,079.73) $+ 23,988.59

Credits to come from transfers and deductions $

Present estimate of project cost $1,773,197.72

Brief Statement of principal causes of over-run: The main cause of this overrun is due to the slide that developed in the West Cascade Locks Interchange. The grading and bridge was redesigned so material could be taken from the area to eliminate weight. Redesigning the area has made a good deal more staking in the field, also check each week on highway and railroad will continue through the winter which will add to the engineering.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$1,579,259.25
Present estimate of project cost	$1,773,197.72
Expected over-run (Amount)	$ 193,938.47
Expected over-run (per cent)	12.2

Space to right of this line is for use of Salem office.

Submitted by: Resident Engineer

Confirmed by: E S Hunter Division Engineer

Noted by: Construction or Bridge Engineer

Noted by: Forrest Cooper Deputy or Assistant State Highway Engineer

State Printing 86719

Expected Overruns & Underruns on Contract Items Sheet #1

Major Items Itemized.

	Item	Quantity	Unit Price	Amount
#2	Drainage Exc.	+ 1120 cy	3.00	$ + 3360.00
#4	General Exc.	+ 40,000 cy	.45	+ 18,000.00
10	18" Corr. Metal Pipe	+ 512 L.ft	4.00	+ 2,048.00
11	24" " " "	+ 317 "	6.00	+ 1,902.00
15	8" Perf Metal Drain Pipe	+ 1740	3.50	+ 6,090.00
16	18" " " " "	+ 194	6.00	+ 1,164.00
18	Special Backfill in Drains	+ 267	5.00	+ 1,335.00
37	3/4"-0 Material in Base	+ 5000	1.00	+ 5,000.00
40	3/4"-0 Material in Binder	- 723	3.25	- 2,349.25
42	RC-3 Asphalt	- 105	42.00	- 4,410.00
				+ $ 32,193.25

Expected Overruns & Underruns of Contract Items. Sheet #2

Minor Items Itemized

	Item	Quantity	Unit Price	Amount
# 3	Emb. Foundation Exc. Uncl.	- 318 cy	0.50	$ - 159.00
# 5	S.O.H.	+ 93,000 Y.Sta	.01	+ 930.00
#6	L.O.H.	+ 1100 Cyd.Sta	.35	+ 385.00
#17	8" Metal Drain Pipe	+ 80 L.ft	3.00	+ 240.00
#19	Salvage Culvert Pipe	+ 62 "	3.00	+ 186.00
#21	120" Structural Plate Pipe	- 8 "	75.00	- 600.00
#23	Adjust Manholes	- 1 Each	50.00	- 50.00
#41	Furnish & Place Aggregate	+ 110 cy	4.00	+ 440.00
#43	120-150 Asphalt	+ 15 ton	50.00	+ 750.00
#44	RS-2 Asphalt	- 6 "	"	- 300.00
#50	Structural Exc.	- 20 cy	5.00	- 100.00
#51	Exc. Below Elevation Shown	- 12 cy	7.00	- 84.00
#52	Class "A" Concrete	- 1 cy	61.00	- 61.00
#53	Metal Reinforcement	- 100 Lb	.15	- 15.00
#54	Furnish Treated Piling	- 38 L.ft	1.50	- 57.00
#57	Structural Exc.	+ 400 cy	5.00	+ 2000.00
#58	Exc. Below Elev. Shown	- 98 cy	7.00	- 686.00
#59	Furnish 10" BP 42# Steel Piling	- 6 L.ft	4.00	- 24.00
#62	Splice Steel Piling	- 20 Each	30.00	- 600.00
#63	Furnish Treated Timber Piling	+ 165 L.ft	1.50	+ 247.50
#64	Drive Timber Piling	+ 1 Each	40.00	+ 40.00
#65	Class "A" Concrete	- 26 cy	65.00	- 1690.00
#66	Metal Reinforcement	- 6080 Lb	.1166	- 708.93
#70	Concrete Slab Rip-rap	- 161 Sq.yd	8.00	- 1288.00
#72	8" Metal Drain Pipe	- 60 L.ft	4.00	- 240.00
				$ - 1444.43

Approved Work Orders **Sheet #3**

E.W.O.	#1	Flagging	$ 9,000.00
"	#3	Directional Signing	2,000.00
"	#4	Extra Clearing	3,680.00
"	#5	Slope Protection	690.00
S.F.O.	#1	Adjust Utilities	10,328.00
"	#2	" "	1,273.92
"	#3	RR Flagging & Protection	10,150.00
"	#4	Realignment of Tracks	4,500.00
"	#5	Repair Damaged Tunnel	11,958.00
"	#6	Seeding & Mulching	4,400.00
P.A.	#1	Reconstruct Manhole	212.00
"	#2	Timber Sale	1,373.00
"	#3	Items Deleted from Contract #5639	7,112.00
"	#4	Splice Timber Piling	510.00
"	#5	Install 30" Pipe	21,921.00
"	#6	Interchange Revision	84,377.50
"	#7	Install Concrete Inlet	200.00
			$173,685.42

Expected Overruns & Underruns of Work Orders

E.W.O.	#1	Flagging	$ - 4,000.00
"	#4	Extra Clearing	+ 52.01
"			
P.A.	#1	Reconstruct Manhole	- 28.00
			$ - 3,975.99

Costs Not Included Above

Sheet #4

P.A. #8	Construct A.C. Curbs	(Not approved to date)	$ 1,100.00
P.A. #9	Paved Ditches	" " "	2,970.00

Increased Quantities~~on~~ W. Interchange Structure & Wall

Retaining	Wall	Structural Exc.	30	cy	@ 5.00	$ 150.00
"	"	Class "A" Concrete	32	cy	@61.00	1952.00
"	"	Metal Reinforcement	3150	Lb	@ .15	472.50
"	"	Furnish Piling	375	L.ft	@ 1.50	562.50
"	"	Drive Piling	15	Each	50.00	750.00
Bridge Revision						
"	"	Structural Exc.	170	cy	@ 5.00	850.00
"	"	Furnish Piling	650	L.ft	@ 1.50	975.00
"	"	Drive Piling	32	Each	40.00	1280.00
"	"	Class "A" Concrete	62	cy	65.00	4030.00
"	"	Metal Reinforcement	8800	Lb	@0.1166	1056.00
"	"	Metal Rail	50		@ 5.00	250.00
Claim on Steel Fabrication						367.00
Estimated Cost of Bridge Revision						30,000.00
						$ 42,695.00

$ + 46,765.00

COMMISSIONERS
M[illegible]R, CHAIRMAN
N. ERIDL[illegible] MEMBER
J[illegible]SON, MEMBER
[illegible] SECRETARY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
P. O. Box 4699, Sellwood Station
Portland, Oregon

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

58-1

October 24, 1961

Subject: Multnomah Co. Line-E. Cascade
Locks Section
Contract #5829

Mr. Vernie Jarl
P.O. Box 507
Gresham, Oregon

Dear Mr. Jarl:

This will confirm my verbal instructions to you yesterday, October 23, 1961, that it has been decided to discontinue paving on the subject project effective immediately. It is expected that you will continue work on items not adversely affected by poor weather. In connection with this shutdown of paving operations, you will be expected to winterize the project with proper drainage, etc., in order that it may not suffer during the winter months. By copy of this letter, I am requesting Mr. H. H. Stump, resident engineer, to go over with you in detail the safety precautions necessary to protect the job from winter damage.

This is also to advise you that it has been decided to discontinue work on the West Cascade Locks Interchange structure for the winter. The main reason for taking this action is to allow us to watch the slide this winter and determine if proposed remedial measures are adequate. In the meantime we will continue to negotiate with you for suitable Price Agreements or Extra Work Orders for changes involved in the structural work.

In the shutting down of any portion or all of this project, proper precautions shall be taken for the protection of the traveling public.

Yours very truly,

A. E. JOHNSON
Division Engineer

AEJ/lh
cc: Tom Edwards
Ivan Merchant
H. H. Stump
Enrique Rodrigues

[illegible]VISION
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OCT 2[illegible] 1961
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NOTED
G. S. PAXSON

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OCT 26 1961
OFFICE OF
STATE HIGHWAY ENGINEER

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OCT 25 1961
FORM E-30X—50M—6-61—26802
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 23, 1961

SUBJECT: Multnomah County Line-East
Cascade Locks Interchange Sec.

To:

MEMO TO THE FILES

It has now become obvious that we cannot complete enough of the work on this project in order to open it to traffic prior to next summer. We have therefore instructed the Division Engineer to discontinue any further paving or other other work that is adversely affected by the weather until the 1962 construction season. We have also instructed him to delay the reconstruction work necessary on the West Cascade Locks Interchange structure until the spring of 1962.

Our decision has been influenced by several facts enumerated below:

1. There is still approximately 30,000 cubic yards of materials to be removed by the contractor from the roadway cut at the quarry site near the east end of the project. It is anticipated that this will take 4 to 6 weeks to accomplish.

2. The contractor will be working on the Extra Work Order to remove the westbound on-ramp from Cascade Locks for another 4 or 5 weeks.

3. We have been unable to achieve specified compaction of the A.C. mat during the last couple of weeks, probably due, in part, to working during conditions somewhat less than ideal.

4. The slide correction work being accomplished at the Ruckles Slide area may not provide permanent stability. We feel that it is to our advantage to delay reconstruction of the structure located within the slide limits over the winter in order to more accurately gauge the adequateness of our proposed corrective work. In keeping with this thought, we will continue to keep accurate records of movement that may or may not occur during the rainy season.

5. Some small savings will be realized in having the contractor

perform the structure work during the better weather in the spring of 1962 rather than having him work through this winter.

We have been informed by the Bridge Department that it will take about 3 months to do the work necessary on the structure. It should therefore be finished around the first of July, 1962. We also expect that we will have finished all our work by that time and that the project should be open for traffic early in July. If we were to require the contractor for the structure to work throughout the winter, we could probably beat that opening date by a month. We feel, however, that the advantages to be gained by the construction sequence outlined above far outweigh the advantage of one months earlier opening.

Tom Edwards
Construction Engineer

By W. Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

cc Forrest Cooper
G. S. Paxson
A. E. Johnson
Ivan Merchant

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STATE HIGHWAY ENGINEER

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COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 17, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Multnomah County Line-East
Cascade Locks Interchange
FA No. I-80N-2(20)39

Dear Sir:

Enclosed find one copy of revised drawings for Bridge No. 8609, Columbia River Highway Overcrossing at West Cascade Locks. I enclose also one copy of drawing number 17155 for a retaining wall required at the "A" Line of the West Cascade Locks Interchange.

These drawings encompass revisions and additions to the structural portions of the interchange made necessary as the result of slide action involving our facility and the railroad facility located northerly of the highway.

We have begun negotiations with the contractor for the cost of performing these changes. When we have reached firm costs, they will be forwarded to you for approval.

Very truly yours,

Tom Edwards
Construction Engineer

By F B Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:jw

Encl.

cc Forrest Cooper

NOTED
FORREST COOPER

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OCT 18 1961

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

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October 17, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Multnomah County Line-East
Cascade Locks Section
FA No. I-80N-2(20)39

Dear Sir:

The typical section for this project details an overlay treatment on the right side between Station 1806+03.69 and Station 1872+00. The same typical section specifies a ten-foot shoulder area.

Between Stations 1832+50 and 1836+50 the existing shoulder is only a short 9 feet wide. It would not be a difficult chore to achieve the full ten feet of shoulder width if this area was in a small cut or fill; however, it is not. The fill slope here is about 40 feet high. To scab a thin sliver of fill over it would be both difficult and costly.

We therefore request your approval in a variance of shoulder width between Stations 1832+50 and 1836+50 from 10 feet to 9 feet.

Very truly yours,

Tom Edwards
Construction Engineer

By
F. B. Klaboe
Field Construction Engineer

FBK:jw

cc Forrest Cooper ✓
Al Johnson

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FORREST COOPER

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I-80N-2 Mult. Co. Line-E. Cascade Locks 1960
(20)39 Sec., Col. R. Hwy., Grad pav.
#5829 struct. & signing. Folder # 1

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SEP 25 1961
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COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 22, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Multnomah County Line-East
Cascade Locks Section
Columbia River Highway

Dear Sir:

Enclosed find a copy of a report from our Soils Department concerning a landslide movement in the vicinity of Stations 1846 to 1856 on this section. You will note that it is their recommendation that we take no remedial action at this time.

We will therefore keep close check on the slide movements during the upcoming winter season. Next spring, we will re-evaluate the problem and may at that time desire your approval and participation in the cost of remedial action. It may also become necessary during this winter to perform emergency repairs to the existing highway. If so, we will undoubtedly request Federal participation.

Very truly yours,

W. C. Williams
State Highway Engineer

By
F B Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

RECEIVED
SEP 25 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Encl.

cc Forrest Cooper
G. S. Paxson
G. L. Decker
A. E. Johnson - Please continue to keep a close check on movements of this slide during the winter. You should send us short reports from time to time.

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5929

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 22, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Multnomah County Line-East
Cascade Locks Section
Columbia River Highway

Dear Sir:

Enclosed find a copy of a report from our Soils Department concerning a landslide movement in the vicinity of Stations 1846 to 1856 on this section. You will note that it is their recommendation that we take no remedial action at this time.

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Very truly yours,

W. C. Williams
State Highway Engineer

By
F. B. Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

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SEP 25 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Encl.

cc Forrest Cooper
G. S. Paxson
G. L. Decker
A. E. Johnson - Please continue to keep a close check on movements of this slide during the winter. You should send us short reports from time to time.

NOTED
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OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

CONSTRUCTION DIVISION
RECEIVED
SEP 22 1961
NOTED--

Salem, Oregon
September 21, 1961

SUBJECT: Multnomah County Line -
East Cascade Locks Section
Columbia River Highway

To: Tom Edwards
Construction Engineer
OFFICE

Attention: F. B. Klabee

Following your instruction of September 13, we have made an investigation of the landslide movement between approximate stations 1846 and 1856 of the subject section. Excepting some details, the situation here is similar to the section at the west edge of Cascade Locks where another movement has been experienced and remedial measures are under way.

A substantial fill section has been added to the downhill side of the existing highway grade to provide the additional width needed for the interstate improvement. The new fill has caused subsidence in the existing highway grade where little has been experienced before. The railroad alignment is being pushed toward the river according to measured observations made since completion of the fill, and which pushing was probably not occuring before the construction of the fill.

The shape of the movement, wherein lateral pushing is occurring a hundred feet or more beyond the toe of the fill, indicates that the soft zone in which sliding is taking place has no frictional resistance to sliding; the resistance to sliding is due entirely to the soil property called cohesion. This means that adding a moderate berm at the toe of the fill would have no effect as a remedial measure. A counterbalance could not be effective either unless the railroad grade could be raised and the counterbalance extended out possibly into the Bonneville pool. Unusual ground water pressure does not appear to be a critical factor here, and the existing drainage tunnels must be presumed to be adequate or so nearly so that a considerable amount of additional drainage would be required to increase the stability in any effective way. These considerations eliminate about all possible remedial measures for this slide except unloading as will be done at the other slide location.

However, at this location unloading is not possible without apparently substantial relocation of the alignment. Secondly, the

REFERRED TO
Klabee
By Ass't Construction Engineer

railroad is not situated so precariously on the edge of the Bonneville pool as at the other slide. Thirdly, the magnitude of movement here has been small and slow, of the order of a quarter of a foot total since the latter half of July. Fourth, our past experience with slides of this type in this area indicates that no sudden destructive movement which would result in closure of the highway or railroad is more than very remotely possible. Fifth, no major structures can be affected except the railroad drainage tunnel which up to this stage has suffered at most a very minor effect. Sixth, it would be difficult to complete unloading of this slide before major rainstorms are expected this winter, which rainstorms will probably be the major cause of a substantial part of whatever additional movement occurs. Finally, we think that the total ultimate movement here will very possibly be not more than two or three feet before consolidation of the foundation is completed so that the movement will stop, and the total movement could be less than one foot.

Considering the factors which we have listed above, we suggest that no remedial action be taken here at this time. Measured observations of the movement should be continued indefinitely for the present and on a regular schedule and in a careful, thorough manner. A review of those observations and maintenance costs periodically during the next several months will give a more certain indication of the desirability of undertaking such remedial measures as would be effective.

G. L. Decker

G. L. Decker
Staff Assistant

GLD/sh

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COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
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GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5999

September 15, 1961

Mr. G. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Multnomah County Line-East
Cascade Locks Section
Columbia River Highway

Dear Sir:

Reference is again made to the Ruckles Slide area and the particular problem encountered with the disposal of the material that will become excess due to a planned revision of this interchange. You will recall that we plan to remove the on-leg westbound and a portion of the main line in an effort to unload the driving force contributing to this slide action. This maneuver will require the removal of approximately 50,000 cubic yards of material to the disposal area.

We had first planned to haul this material approximately one mile west of the interchange and to dispose of it in an area southerly of the existing highway. This disposal area was still within the confines of the Ruckles Slide. Since making this decision, our Soils and Geology Section has made further investigations and are of the opinion that said disposal site is somewhat unstable. They state that it is possible to start new slide action at this disposal area if it is used. In addition, engineers and soils people of the Union Pacific Railroad, located between the proposed disposal area and the Columbia River, have objected to our placing the material here. In light of these facts, we have abandoned this area.

It has therefore become necessary to arrange an alternate method which will impose no additional danger of accelerating the slide action. Two alternates economically fit these conditions. The first alternate would be to dispose of the material on existing right of way by flattening slopes easterly of the east boundary of the Ruckles Slide area. The second would be to dispose of the material outside of the confines of the slide area on private property.

The method of disposing of the material by flattening slopes was rejected for the following reasons:

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FORREST COOPER

1. We are now close to the rainy season and do not want to haul over the already based grade.

2. The material that will be removed from the interchange area will undoubtedly be wet and will pose a problem of compaction on the existing slopes.

3. We would have to pay the contractor a considerable amount of money for the increased slope finishing and roadway finishing inherent in this operation.

The second alternate method listed (the disposal of the material on private property) was discussed with the contractor and he made contact with several owners in the area and was able to secure their permission for disposal of material on their property. This operation will require the contractor to radically revise his plan from that plan he would have prosecuted on the original proposal. He will now be required to use a shovel and trucks in the hauling and disposal operation where he had planned before to use a scraper operation.

He will still perform the excavation at the bid price of 45 cents per cubic yard and he has further proposed that we pay him the total sum of 35 cents per cubic yard for the disposal of the material. This price is based on a tentative haul distribution conforming to the areas that the contractor was able to secure for disposal sites. An analysis which supports this 35 cents per cubic yard price is enclosed. This analysis is based on the distribution of the waste materials as outlined by the contractor. We wish to emphasize that we will not require that the contractor use the sites upon which it is based. It is our desire to execute with him a Price Agreement at the 35-cent price which gives him the material at its source to dispose of as he elects. However, for the purposes of justification and analysis, the use of these areas is practical. As a matter of fact, we did not find any other logical area that could be easily acquired in our inspection.

Your approval of this method of handling has been verbally given on this date by Mr. Schwiesow and Mr. Dec. Please confirm this approval in writing.

Very truly yours,

W. C. Williams
State Highway Engineer

By

F. B. Klaboe
Field Construction Engineer

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SEP 18 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Encl.
FBK:fp
cc Forrest Cooper ✓
A. E. Johnson G. L. Decker

Multnomah County Line-East
Cascade Locks Section

Disposal of slide materials - at $0.35 Cubic Yard

The contractor has tentatively located three areas where he can dispose of this material as follows:

3,000 Cu. Yd. at 0.3 mile haul	=	900 Yd. Mi.
5,000 Cu. Yd. at 1.7 mile haul	=	8,500 Yd. Mi.
42,000 Cu. Yd. at 1.9 mile haul	=	79,800 Yd. Mi.
50,000	TOTAL	89,200 Yd. Mi.

On a basis of $0.01 Short Overhaul and $0.35 Long Overhaul, as bid by the contractor, the yard mile price would be $0.203.

The average haul on the above distribution would be 1.784 miles and at $0.203 per mile would amount to $0.362 per yard.

The material will have to be hauled in legal vehicles and through the city of Cascade Locks so the yard mile price of $0.203 is not out of line. Actually, at the contractor's price of $0.35 the yard mile figure is $0.195.

The price of $0.35 per yard to dispose of this slide material is reasonable.

The original plan for disposal of this material was based on an agreed price of $0.01 for Short Overhaul and $0.45 for Long Overhaul which amounted to $0.25 per yard at the designated disposal area. On a basis of 50,000 cubic yards of waste material, the haul would cost $12,500. In addition, we were committed to about 2 acres of clearing at $1,500 per acre for a total of $3,000. In other words, the original disposal cost amounted to $15,500.

This new plan will cost a total of $0.35 x 50,000 cubic yards of $17,500. It is well worth the $2,000 difference to assure complete removal of the material from the slide limits.

M. N. Juve
Chief Cost Analyst

MNJ:fp

RECEIVED
SEP 18 1961
FOR FILING

[illegible]

5829

September 15, 1961

Mr. G. M. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: Multnomah County Line-
Cascade Locks Section
Columbia River Highway

Dear Sir:

Reference is made to your letter of September 13 in regard to the proposal to dispose of excess material from the West Cascade Locks Interchange opposite your M.P. 41.0. We have now abandoned the idea of disposing of this material in that area and have made arrangements to dispose of it on private property completely outside the Ruckles Slide area, and except for one minor embankment area of approximately 3,000 yards all disposal will be at a considerable distance from any railroad property.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:as

cc to: Mr. W. C. Williams
Mr. Tom Edwards
Mr. A. E. Johnson

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

September 13, 1961
File Ref. D 315-2-79

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson
Assistant State Highway Engineer

Dear Sir:

Referring to track movement through Ruckel slide area as a result of highway construction on Multnomah County-Cascade Locks section of Columbia River Highway and confirming conversation of Mr. Didier this date regarding disposal of approximately 50,000 cubic yards of material opposite Railroad's Mile Post 41.0.

It is my understanding that State Highway Department proposes to dispose of this material southerly and adjacent to present highway between highway stations 1831 and 1835 which is opposite Railroad M. P. 41.0.

We have recently had some movement of our track immediately below the proposed disposal area and seriously question the advisability of wasting material in this area which would only increase the load upon an area that is apparently already unstable.

Before any material is wasted in this area, suggest that you have your geologists make a thorough investigation of the ground conditions and furnish the Railroad a report showing their findings as well as their recommendations.

If your geologists feel that the area will sustain this additional load, we would desire written assurance that Highway Department will assume all responsibility and expense for any future damage to or movement of our track below this area.

Also would appreciate receiving cross sections of this area (4 sets) extending from proposed disposal site to Railroad's track.

As indicated in telephone conversation, we request the Highway Department to refrain from disposing of material in this area until the matter has been thoroughly investigated by your geologists, etc., and the Railroad has had an opportunity to review their findings.

Very truly yours,

G H Baker
G. H. Baker
Superintendent

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SEP 15 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 15 1961
OFFICE OF
STATE HIGHWAY ENGINEER

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SEP 15 1961
FOR FILING
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5829

477 Cottage St. N.E.
Salem, Oregon

September 13, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.4 Salem, Oregon

By: M. E. Martin
Acting Division Engineer

Oregon Project I-80N-2(20)39
Multnomah County Line-East Cascade Locks Section
Seeding and Mulching

Reference is made to your letter dated September 11, 1961 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

RECEIVED

FORM E-123-X 50M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
W. C. WILLIAMS

September 13, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Multnomah County Line-East
Cascade Locks Section
Columbia River Highway

Dear Sir:

It has come to our attention that additional movements of the Union Pacific Railroad tracks have occurred on this project. The new area of movement is located below highway centerline Station 1848 to about 1855. This is an area occupied by a large highway fill and said fill has shown some small settlements in the past.

Some time ago we established an accurate reference line northerly and adjacent to the Union Pacific Railroad tracks through this area. Recent measurements disclose that this reference line has moved northerly a maximum of two inches in the past week. I am informed that this maximum two-inch movement has occurred at approximately Station 1854.

In connection with this noted movement, we are informed that the railroad people have again found it necessary to realign their tracks. Here again is a case where we feel it is the State's obligation to reimburse the railroad company for the work required in maintaining their track. We request Bureau of Public Roads' participation in this work.

There is a railroad tunnel existing under this fill and we are instructing our field forces to make an immediate investigation of the condition of this tunnel. We are also instructing our Soils and Geology Section to study this new landslide and give us an early report on the potential danger and recommended corrective action if any.

This matter was discussed with Mr. Schwiesow and Mr. Dec of

your office on September 11, 1961.

Very truly yours,

W. C. Williams
State Highway Engineer

By
F. B. Klaboe
Field Construction Engineer

FBK:fp

cc Forrest Cooper
A. E. Johnson - Please have someone make an investigation of the railroad tunnel involved in this latest movement described above.
G. L. Decker - Please make an immediate investigation along the lines listed above and report your findings to this office prior to September 20, 1961.

RECEIVED
SEP 14 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 11 1961
FOR FILING

I-[illegible]

5829

September 11, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 6, Account No. 224-238, covering seeding and mulching on the Multnomah County Line-E. Cascade Locks Section of the Columbia River Highway in Hood River County, Contract No. 5829, in connection with Federal Aid Project No. I-80N-2(20)39.

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $4,400.00, with Federal participation of $3,960.00.

This order has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

by

R. L. Porter
Office Engineer

Enc.

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SEP 11 1961
FOR FILING

COMMISSIONERS
[illegible], CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

5479

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 8, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Multnomah Co. Line-East
Cascade Locks Section
Columbia River Highway
Contract No. 5829

Dear Sir:

Enclosed find a copy of a letter from Assistant Division Engineer Hunter explaining the necessity for increasing the A.C. thickness on the shoulders of the "A-4" line in the West Cascade Locks Interchange area.

Mr. Schwiesow has already given his verbal approval of this change of typical section, so this letter is for your files as documenting evidence.

Very truly yours,

W. C. Williams
State Highway Engineer

By F B Klaboe
F. B. Klaboe
Field Construction Engineer

Encl.

cc Forrest Cooper
R. L. Porter

NOTED
FORREST COOPER

RECEIVED

FORM E-20 [illegible] 9-61 [illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 7, 1961

SUBJECT:
Multnomah County Line
East Cascade Locks Section
Columbia River Highway
Hood River County
Contract No. 5829

To:

Mr. Tom Edwards
Construction Engineer

With reference to the proposed redesign and subsequent reconstruction of the West Cascade Locks Interchange, it will now be necessary to use the "A-4" Line as a detour instead of the "B-5" Line which was proposed as a detour on the construction plans.

In connection with using the "A-4" Line as a detour, it was deemed advisable by this office to pave the shoulders of the "A-4" Line with 4 inches of asphaltic concrete instead of the 2 inches as called for in the plans.

The "A-4" Line is designed as a one-way interchange ramp and would therefore have a total finished surface width of 26 feet, 16 feet of which would be the normal travel way and would be surfaced with 4 inches of asphaltic concrete. The remaining 10 feet is divided into one 6 foot shoulder and one 4 foot shoulder, which would be subject to constant traffic when the "A-4" Line is used as a detour. It was our thinking then that the outside wheels of the traffic traveling in either direction would be constantly upon only 2 inches of asphaltic concrete if the planned typical section were followed and subsequent failure would probably occur as the traffic will be over this detour through the coming winter.

As already stated, the finished pavement width will be 26 feet and even though the grading section is narrow, it will be possible to obtain about 2 feet of graveled shoulder width outside the 26 feet of finished pavement. This narrow shoulder, together with good signing and sight post installation, should provide an adequate detour for the winter.

E S Hunter
E. S. HUNTER
Assistant Division Engineer

ESH:b
cc M.M. Stump

REFERRED TO
By Ass't. Construction Engineer

CONSTRUCTION DIVISION
RECEIVED
SEP 8 1961
NOTED.. ☐ ☑ ☐ ☐ ☐

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EP 6 196
FOR FIL

UNITED STATES GOVERNMENT

Memorandum

. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

5479

DATE: September 5, 1961

CGPolk

FROM : C. G. Polk, Division Engineer
08-35.4 Salem, Oregon

SUBJECT: Oregon Project I-80N-2(20)39
Multnomah County Line-East Cascade Locks

Reference is made to your letter of August 31, 1961 and our memorandum of August 28 concerning railroad repair work made necessary by the slide which occurred on the Multnomah County Line-East Cascade Locks Project I-80N-2(20)39.

In view of the explanation contained in your letter of August 31 and the provisions of the agreement with the Union Pacific Railroad we will withdraw our objections to participation in work done prior to July 21 and will approve State Force Order #4 as of July 12, 1961, which will establish the date of authorization.

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SEP 5 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 31, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

I have your letter directed to Mr. Klaboe under date of August 28th concerning the slide 1,000 feet westerly of the Bridge of the Gods in Cascade Locks.

I have thoroughly searched our records concerning the facts of this case. I did not document my call to you; however, I have verified that it was on July 20th and your diary is correct in this regard. Further, I have verified with R. M. Brown of the Union Pacific, through telegrams that he forwarded on that date, that my discussion with Mr. Brown concerned the repair of the tunnel. It is my recollection that my query to you by telephone concerned this matter only. I was not aware at that time that money had been spent on realigning the Union Pacific Railroad and if I advised that no money had been spent it most certainly had to do with the tunnel. We have attempted to keep you fully informed on these matters and, as a result of this misunderstanding, have initiated a practice of documenting all telephone conversations in order that the record may be clear.

In this particular instance, I reiterate that my understanding is that the first misalignment of trackage was discovered by the Union Pacific inspector on July 12th. The Union Pacific immediately brought in forces to realign the tracks, probably even before any Highway employees were aware of the track shifting. This was done in accordance with the easement agreement with the Union Pacific Railroad which has been approved by your office and which states in part: "....the right of the Railroads to protect their present and future tracks, property and facilities from and against slides...is hereby recognized...." We can find nothing in the agreement which requires them to notify us prior to taking corrective action. There has been no evidence introduced that the Union Pacific acted in other than the normally expected manner in making emergency repairs which were necessary to keep their track in a safe operating condition.

We believe that their bill is an honest one and we are going to honor it. We feel further that this is a legitimate cost of constructing this section of the Interstate highway and we ask that you reconsider participation in the normal manner.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Tom Edwards
Construction Engineer

TE:jw

cc Forrest Cooper✓
R. L. Porter

RECEIVED
AUG 31 1961
OFFICE OF
STATE HIGHWAY ENGINEER

FORM CD-121
(9-[illegible]58)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N. E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: August 28, 1961

Attention: Mr. Fred Klaboe

FROM : C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

SUBJECT: Project I-80N-2(20)39, Multnomah County Line-East Cascade Locks

Mr. Klaboe has questioned our action in setting an effective date of July 21, 1961 for authorization to proceed on the work of drainage tunnel repairs and railroad track shifting, both items made necessary by the slide some 1000 feet westerly from the Bridge of the Gods, in Cascade Locks.

Mr. Klaboe has stated the effective date of our approval should be July 12, as on that date Tom Edwards received my verbal approval of this emergency work. If you have any evidence supporting the July 12 date it is suggested it be presented in written form. I must advise, however, that on both July 11 and 12, I was out of the office all day. Possibly the approval was secured from one of my assistants. Furthermore, my diary contains an entry on July 20 that Mr. Edwards called late in the day requesting emergency approval of the proposed tunnel lining repairs. The entry is silent as to any mention made of the need for approval of track shifting.

CONSTR[illegible] [illegible]TION
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AUG 29 1961
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Copy to Foster

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5 1961
FOR FILING
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UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: August 31, 1961

FROM : C. G. Polk, Division Engineer
Salem, Oregon

By:
D. M. Eurich
Acting Division Engineer

SUBJECT: Oregon Project I-80N-2(20)39
Multnomah County Line-East Cascade Lakes Section

The revised plans for slide correction work at Ruckles Slide on the above project as submitted with Mr. Klaboe's letter of August 28, 1961 are satisfactory to this office except for the following:

> We see no need for the short button hook ramp connecting the east bound off-ramp with the west bound on-ramp between Stations A4 1891+78 and B 1890+31. We will need more information justifying this connection before it can be approved. This connection was not provided for on the originally approved contract plans.

Orig. to Edw.,
copy to Porter

NOTED
NORBERT COOPER

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EP 5 1961
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 29, 1961

SUBJECT: Multnomah Co. Line-East
Cascade Locks Section

To: MEMO TO THE FILES

On Friday, August 25, I met with officials of the Bureau of Public Roads at the site of the Ruckles Slide on this project. Representing the Bureau of Public Roads were the following gentlemen: Mr. C. G. Polk, Mr. Burghardt, Mr. Gordon and Mr. Valick. Representing the Oregon State Highway Department were Mr. M. M. Stump, Mr. Fred Yarbrough, Mr. E. S. Hunter and Mr. Fred Klaboe.

The avowed purpose of this meeting was to explain to the Bureau of Public Roads' Soils Engineer (Burghardt and Valick) our proposal for correcting the slide condition. The gentlemen were very thorough and investigated all the possible alternates to our proposal, which consisted or removing the "B-5" on-leg westbound and a portion of the "L-5" by shifting the "L-5" fifteen feet easterly. The "B-5" Line would be rebuilt at a much lower elevation near the toe of the existing mainline fill.

Subsequent to this meeting, I was informed by Mr. Polk that the Bureau of Public Roads approved our plan and would participate in the cost of the work.

After this meeting, I investigated the disposal areas proposed by the field forces. They had proposed a disposal area about 2,500 feet westerly of the slide on the southerly side of the highway. This disposal area is in a potential slide and was eliminated from consideration. The second alternate disposal area is located about 5,300 feet west of the slide and southerly of the highway on State-owned property. This second disposal area is in stable ground and was chosen as the most economical one.

The resident engineer has received revised plans showing the new alignments for the "L-5", "B-5" and "A" Lines. He is proceeding as rapidly as possible to run the lines in the field, establish grades where necessary and it is expected that we will begin work next week.

The contractor has been approved concerning the cost of doing the work and has stated that he will perform all items required with the exception of the long overhaul at his unit bid prices. His long overhaul unit bid was 35 cents and he is asking for 50 cents. We will meet again with him in an effort to iron out this matter prior to beginning the work and will negotiate with him a Price Agreement covering all phases.

Mr. Paxson has received the approval of the Union Pacific Railroad for the changes we intend to make within the areas already covered by easement. We will, however, supply the railroad company with new plan sheets and railroad encroachment maps showing the extent of the changes contemplated above.

Tom Edwards
Construction Engineer

By F B Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

cc Forrest Cooper
G. S. Paxson
A. E. Johnson

RECEIVED
1961
STATE HIGHWAY ENGINEER

RECEIVED
SEP 5 1961
FOR FILING

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5[illegible]

FORM CD-121
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage St. N. E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: August 28, 1961

Attention: Mr. Fred Klaboe

FROM : C. G. Polk, Division Engineer
9-35.1 Salem, Oregon

SUBJECT: Project I-80N-2(20)39, Multnomah County Line-East Cascade Locks

Mr. Klaboe has questioned our action in setting an effective date of July 21, 1961 for authorization to proceed on the work of drainage tunnel repairs and railroad track shifting, both items made necessary by the slide some 1000 feet westerly from the Bridge of the Gods, in Cascade Locks.

Mr. Klaboe has stated the effective date of our approval should be July 12, as on that date Tom Edwards received my verbal approval of this emergency work. If you have any evidence supporting the July 12 date it is suggested it be presented in written form. I must advise, however, that on both July 11 and 12, I was out of the office all day. Possibly the approval was secured from one of my assistants. Furthermore, my diary contains an entry on July 20 that Mr. Edwards called late in the day requesting emergency approval of the proposed tunnel lining repairs. The entry is silent as to any mention made of the need for approval of track shifting.

original to Edwards
copy to Porter

NOTED
FORREST COOPER

RECEIVED
FORM E-12[illegible]-X 50M
[illegible] 1961
FOR FILING

5829

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 28, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Oregon Project I-80N-2(20)39
Multnomah County Line-East
Cascade Locks Section
Contract No. 5829

Dear Sir:

Reference is once more made to the slide correction work proposed at the Ruckles Slide. A meeting was held August 25, 1961 between members of your staff and our staff at which time various alternate proposals were discussed and evaluated. Proposal "A", as outlined in our letter of August 24, 1961, has your approval. We are therefore proceeding as rapidly as possible to tie together all the loose ends and expect to begin actual work late this week.

Transmitted herewith are two copies of the proposed new interchange layout.

Very truly yours,

W. C. Williams
State Highway Engineer

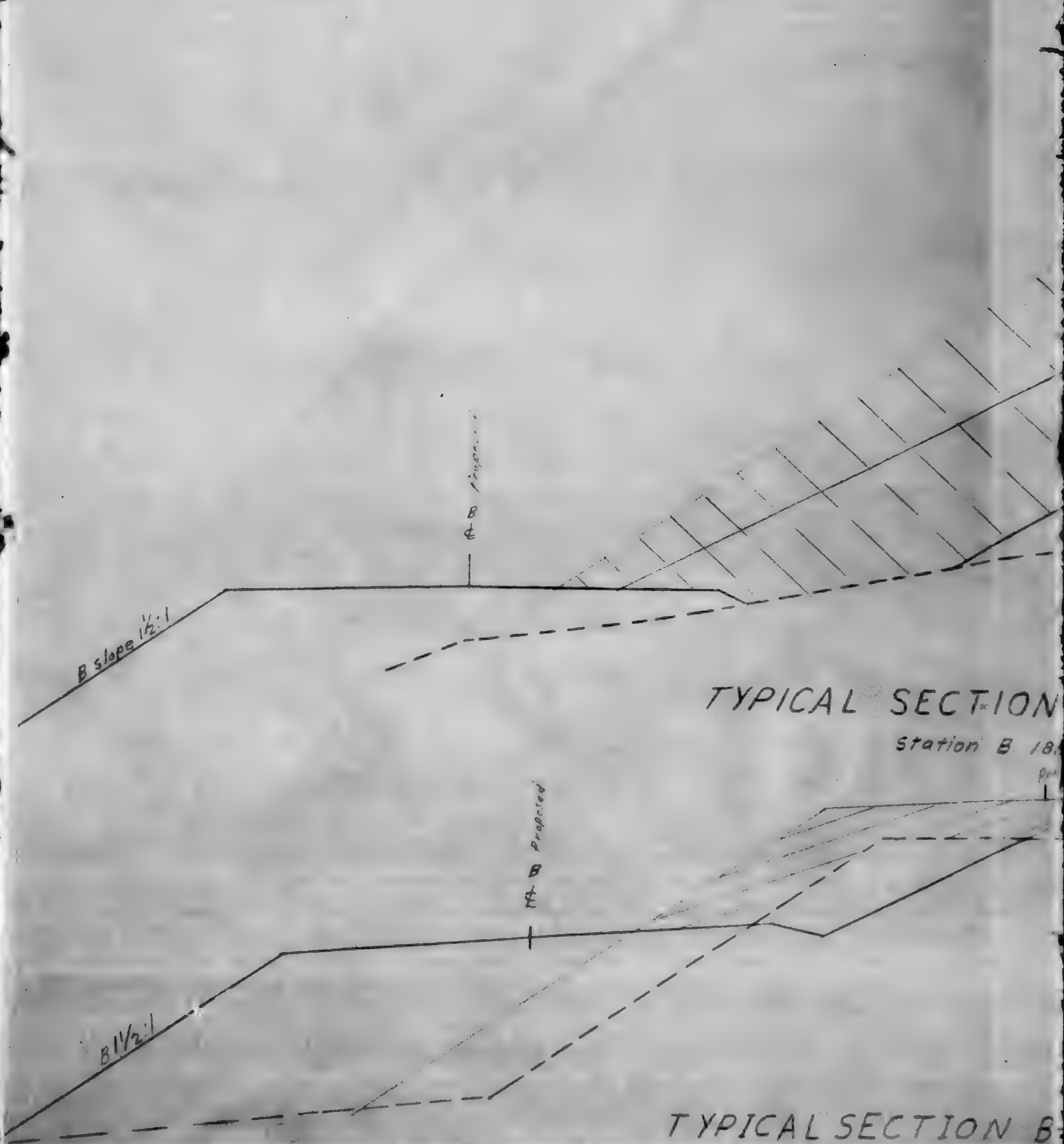
By
F. B. Klaboe
Field Construction Engineer

Encl.

FBK:fp

cc W. C. Williams
Forrest Cooper
G. S. Paxson
R. L. Porter
A. E. Johnson

RECEIVED
AUG 28 1961
OFFICE OF
STATE HIGHWAY ENGINEER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B
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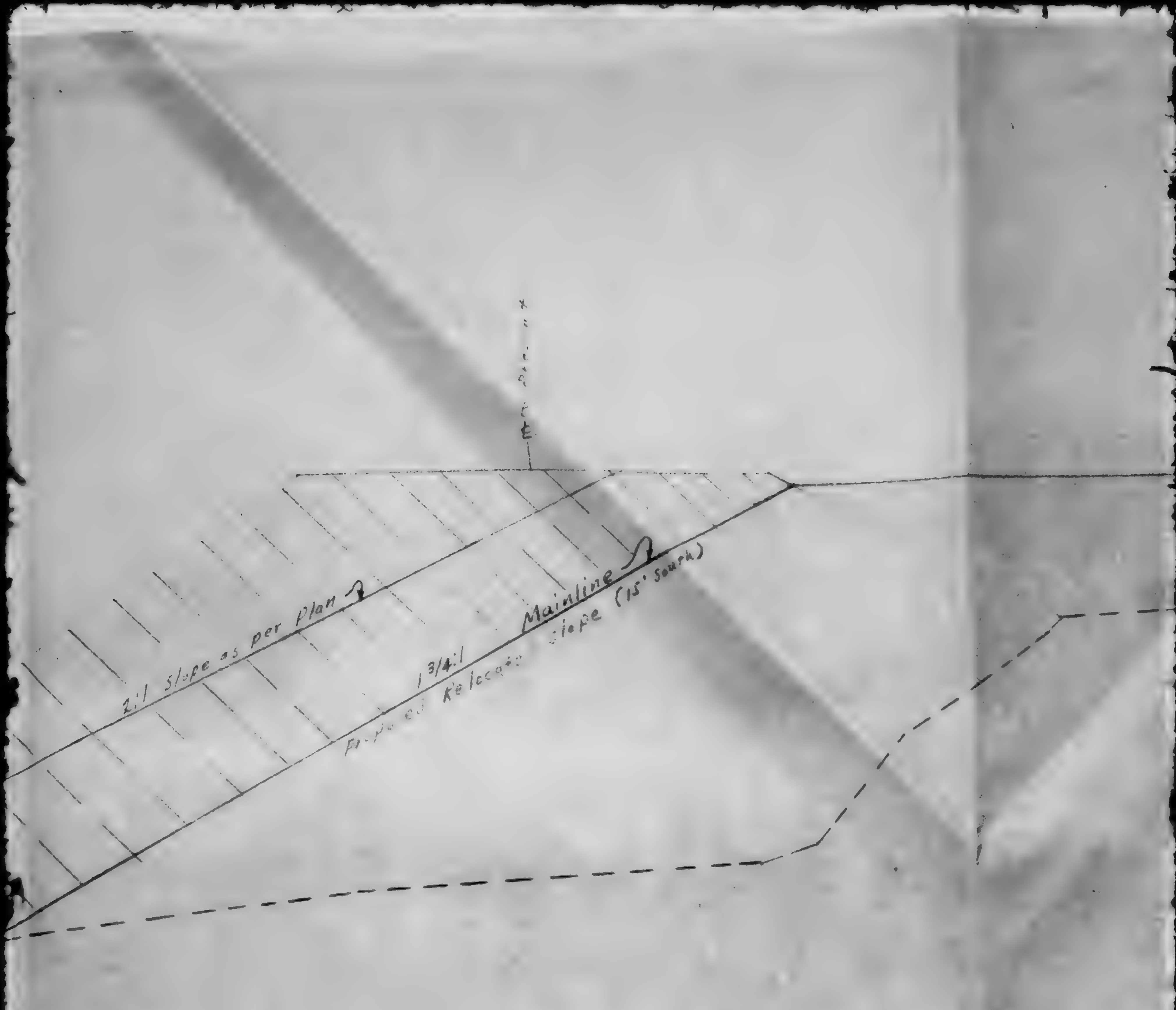
B slope 1½:1
Proposed
B
℄
B 1½:1
Pr

TYPICAL SECTION

Station B 18

TYPICAL SECTION B



2:1 Slope as per Plan
1 3/4:1
Mainline
Proposed Relocate Slope (15' South)
TION A-A
B 1883+00 ℄
Present B ℄
1,641,000
729,000
N. B-B

COLUMBIA
N
801+55.86 P.T.
3.

RIVER
B
3° C.L.
TΔ= 12° 36' 00"
Ts = 330.97'
B
240' Spiral
a. = 1.25
s = 3° 36'
WB 1889+94.52 P.S.S.
B 1890+3160 P.I.
N 15° 01'
A6
12° C.L.
TΔ= 52° 06' 18"
Ts= 309.32'
A6
150' SP.
a= 8.0
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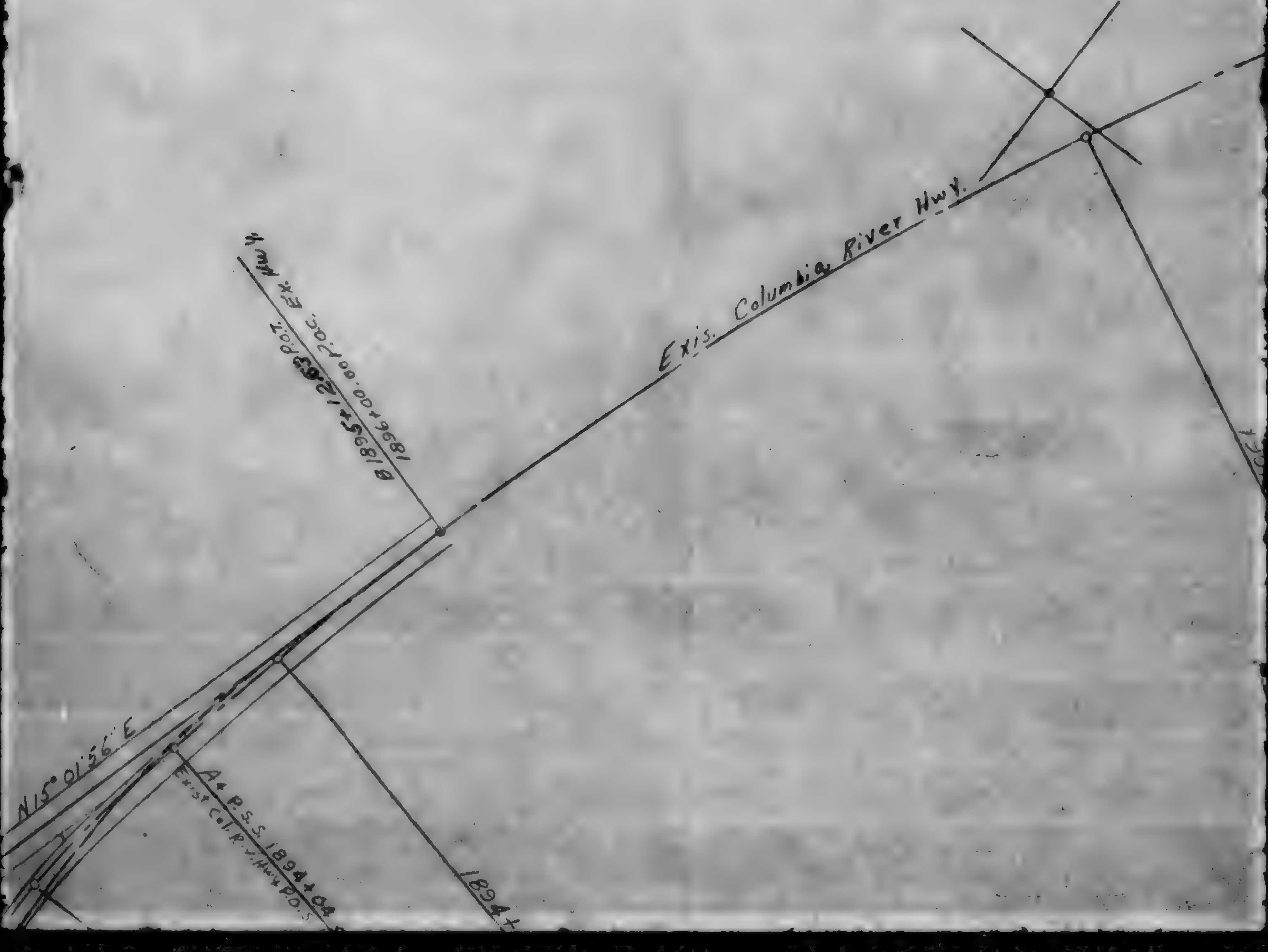
P.C.S.
B
Spiral


Exis. Columbia River Hwy.
B 1895+12.63 P.O.T.
1896+00.00 P.O.C. Ex. Hwy
N15°01'56"E
A+ P.S.S. 1894+04
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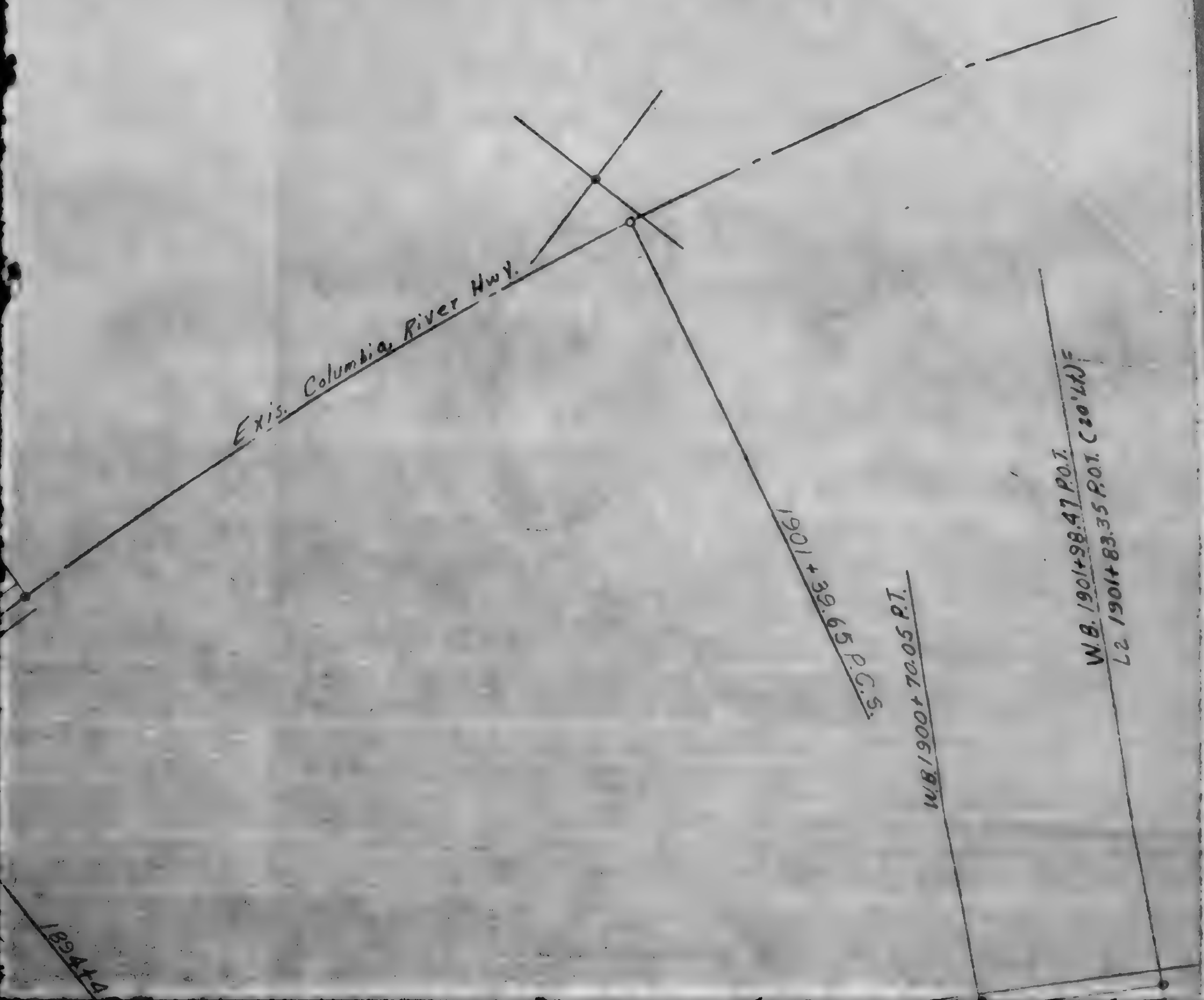
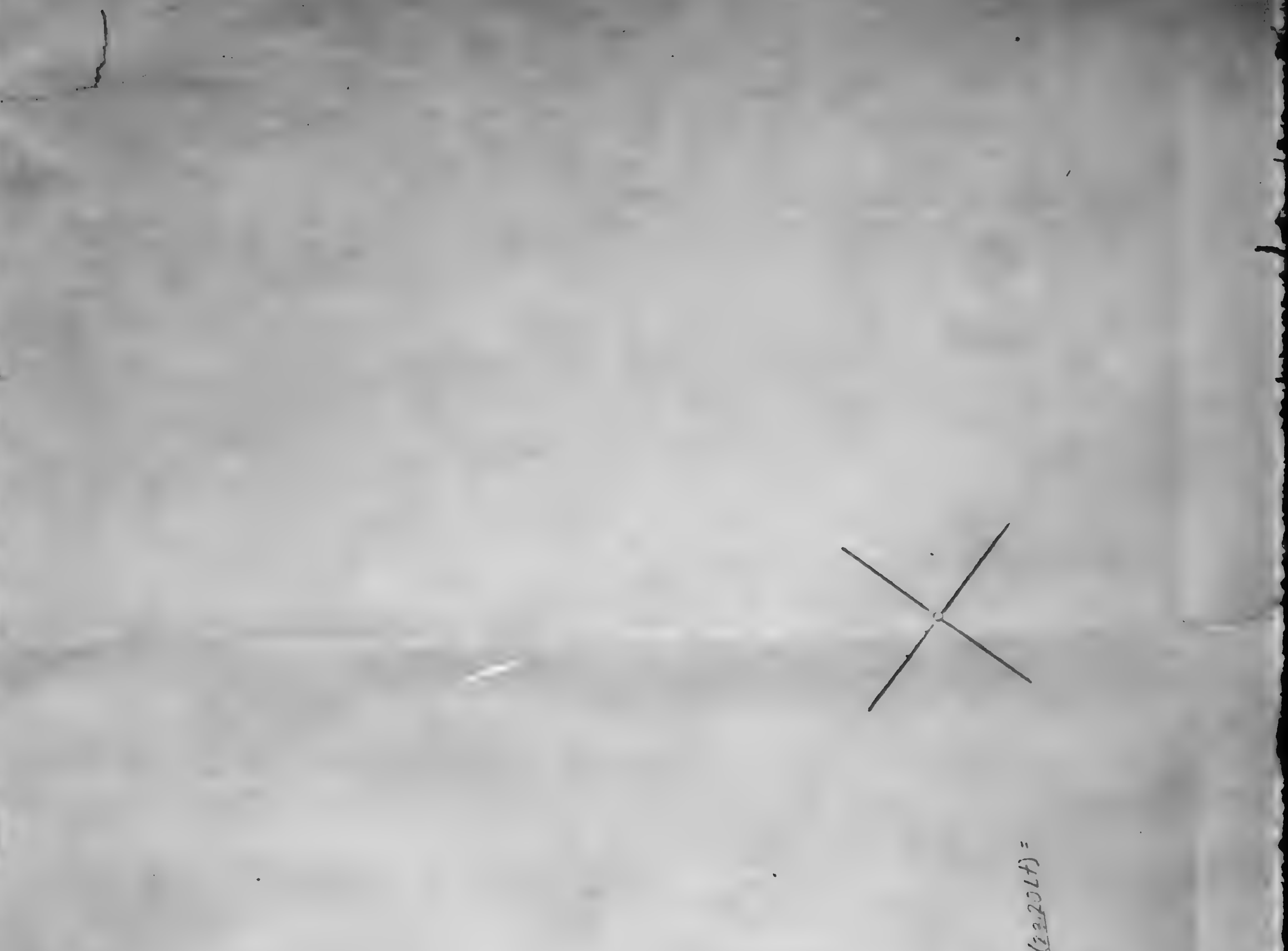
1894+


Exis. Columbia River Hwy.
1901+39.65 P.C.S.
W.B. 1900+70.05 P.T.
W.B. 1901+98.47 P.O.T.
L2 1901+83.35 P.O.T. (20' Lt.)=
1894+4

Station B 1889+00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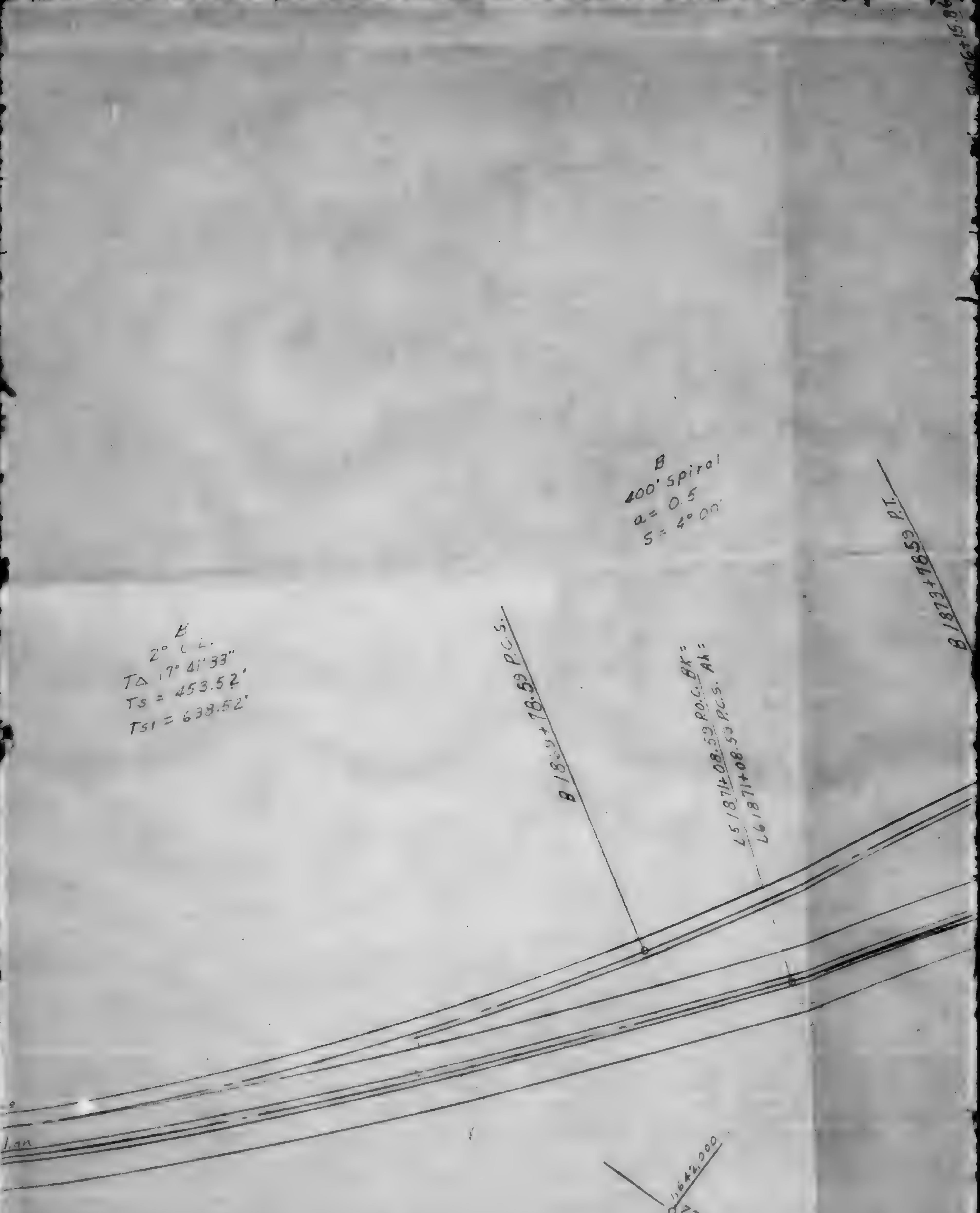
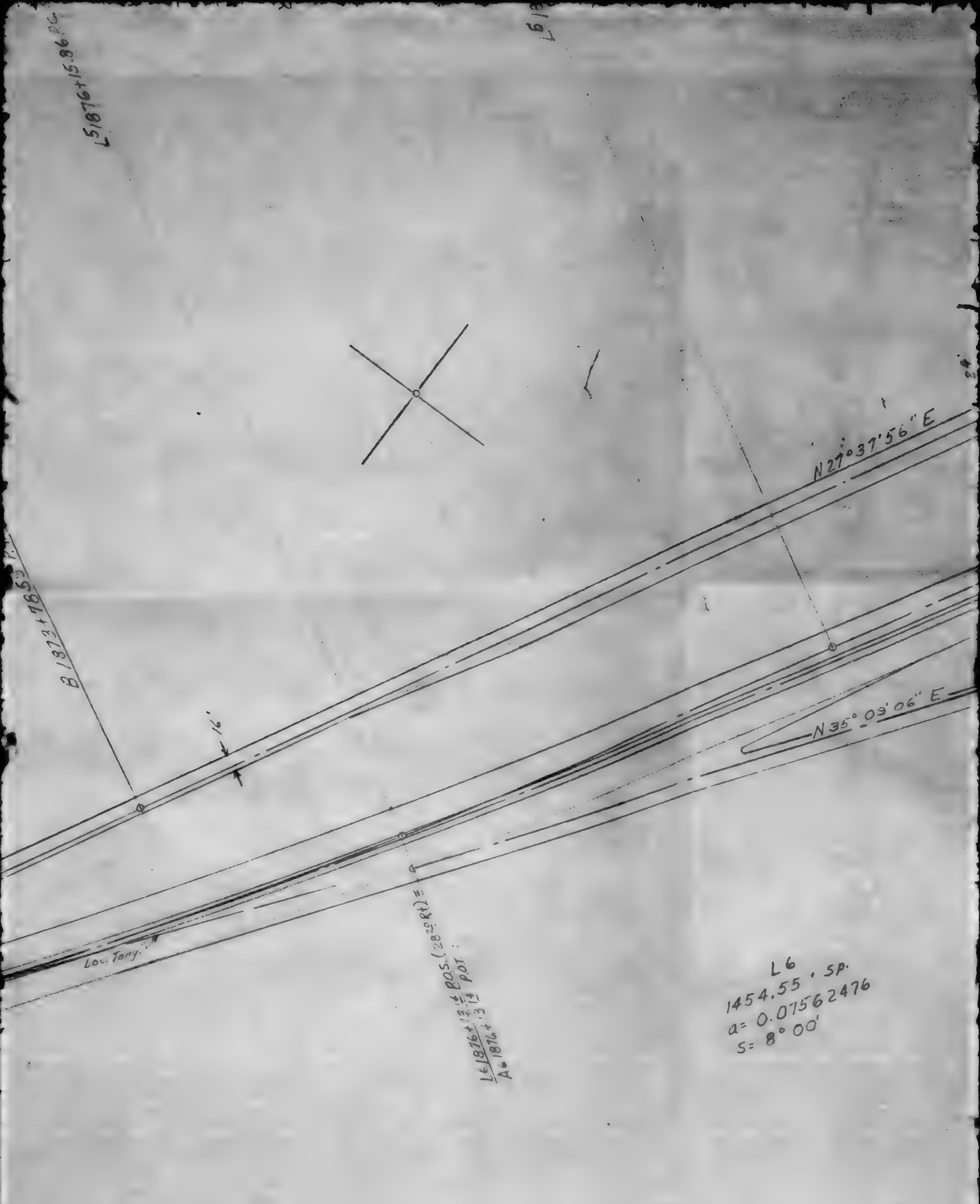
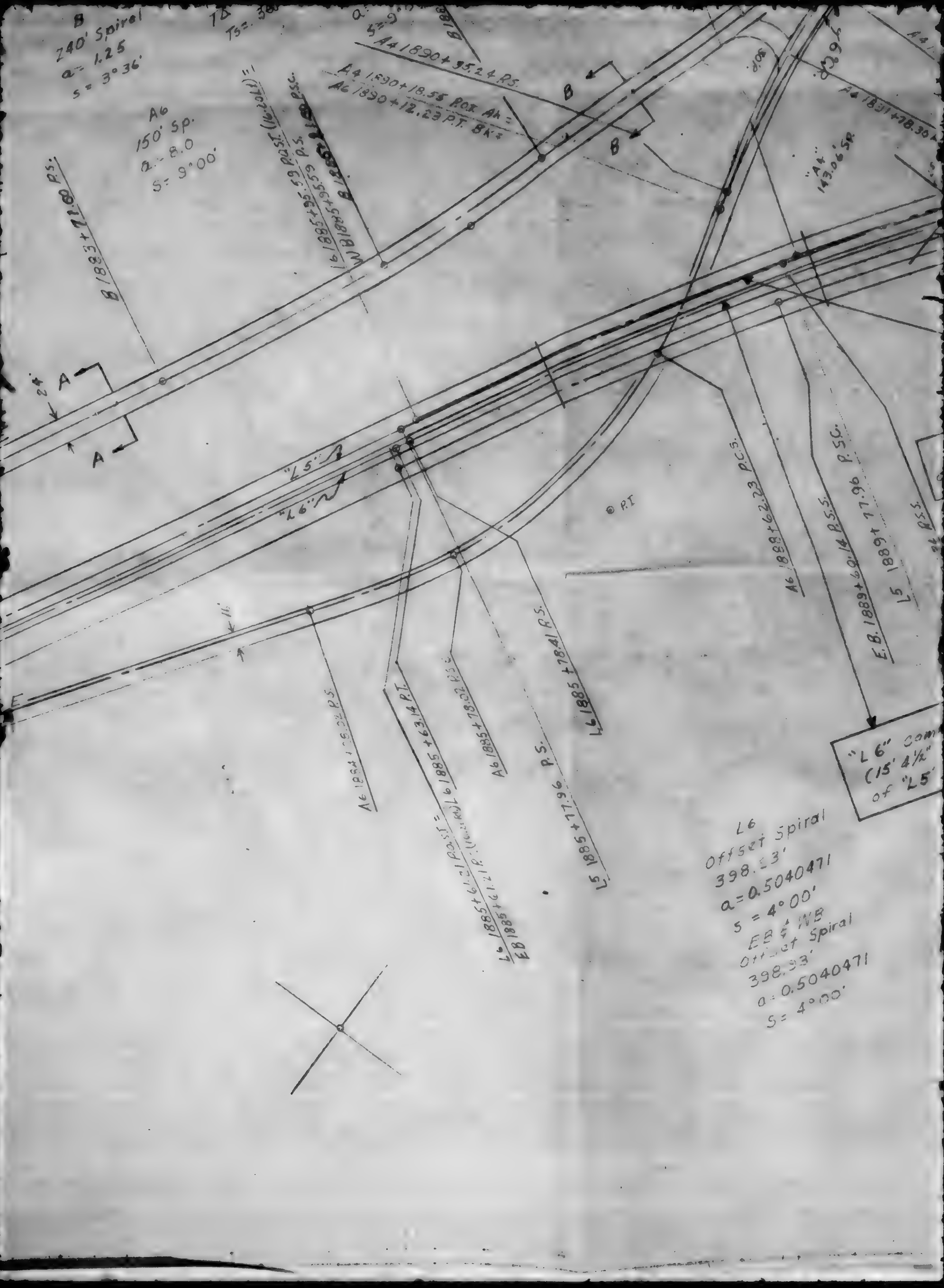
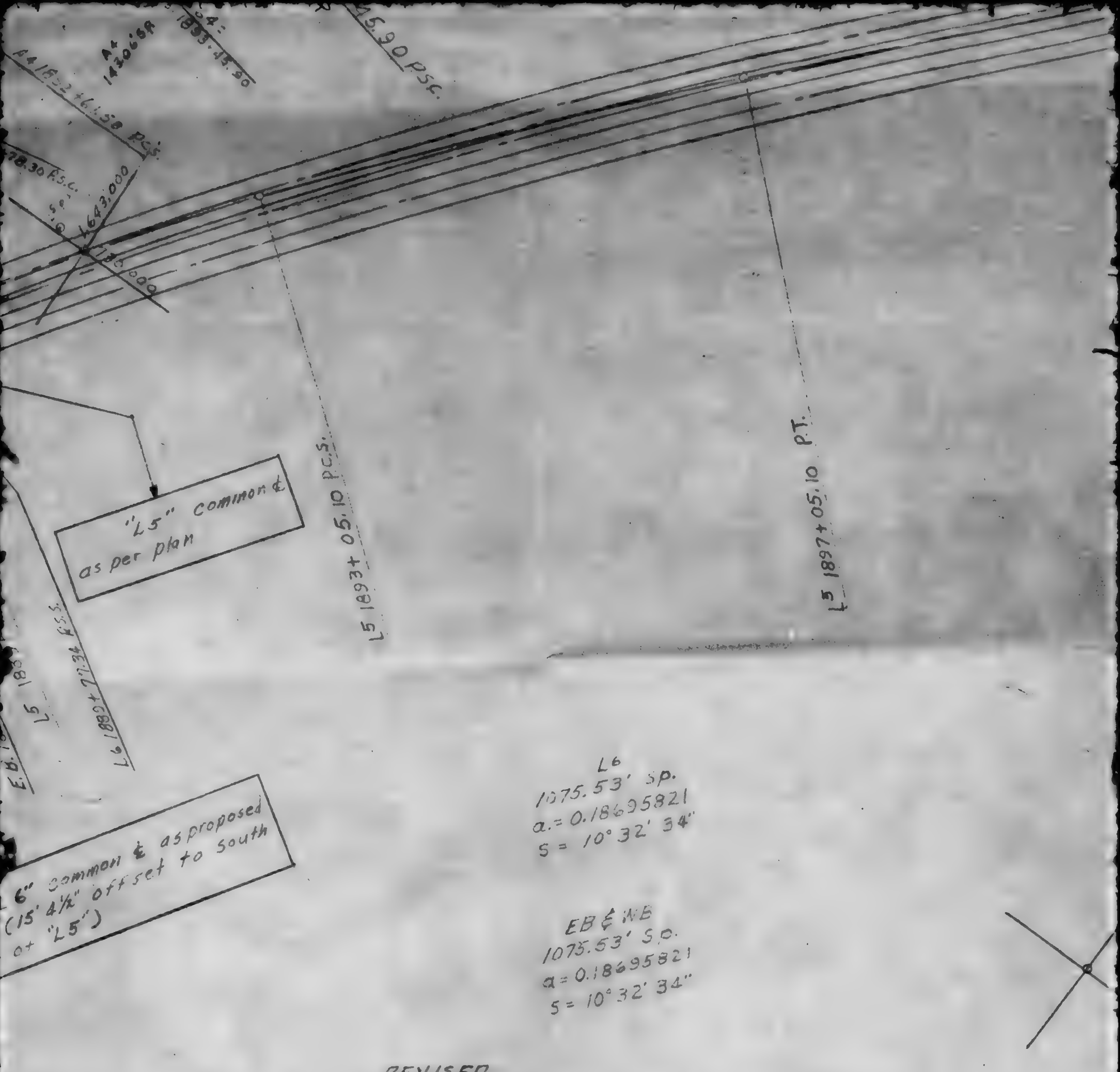
B 1862+93.97 P.C.
1000' Acc. Lane
84' Median
24'
24'

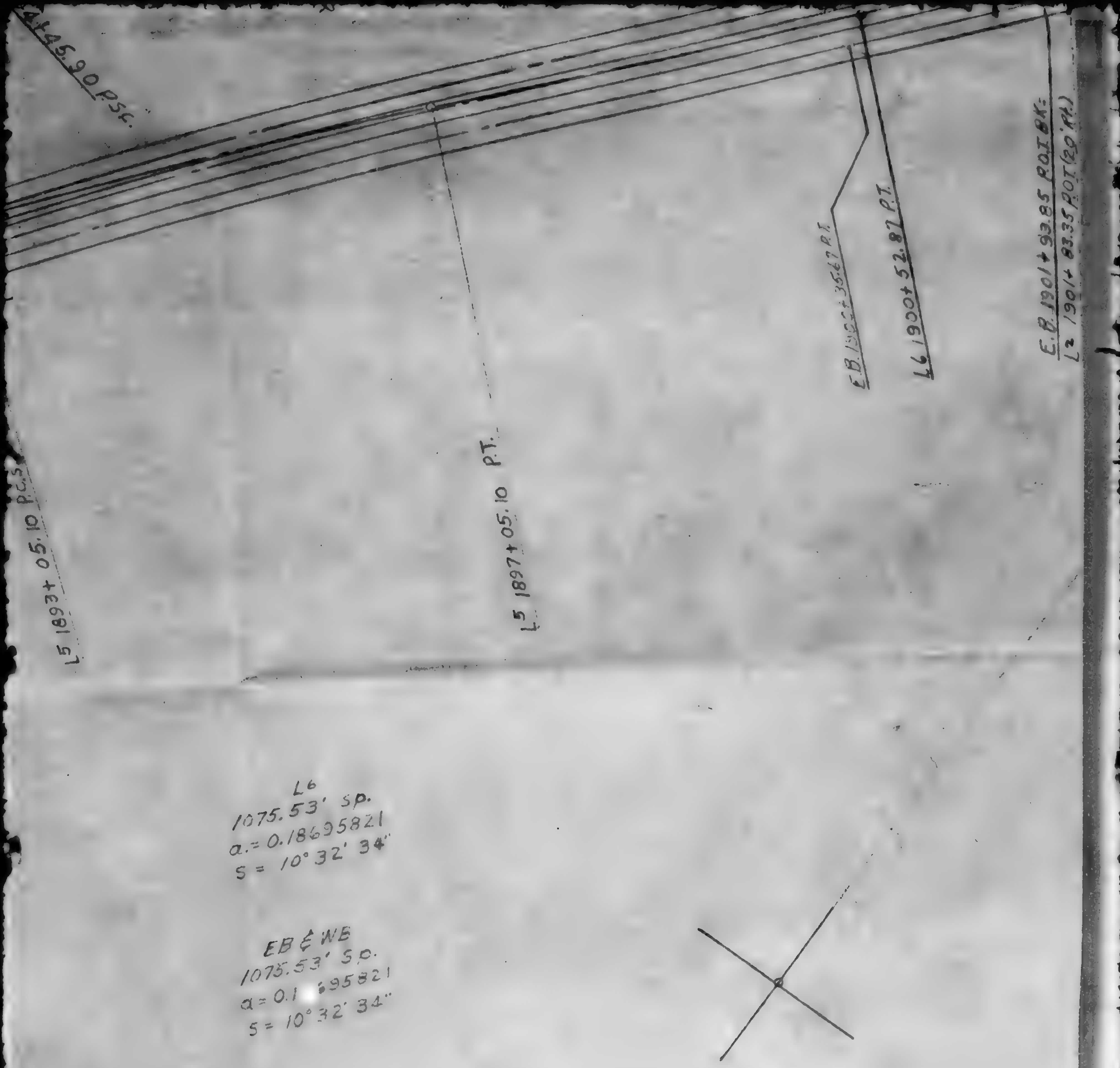

906+15.86
B
400' Spiral
a = 0.5
S = 4° 00'
B 1873+78.59 P.T.
B
2° C L.
T△ 17° 41' 33"
Ts = 453.52'
Ts1 = 638.52'
B 18‥9+78.59 P.C.S.
L5 1871+08.59 P.O.C. BK =
L6 1871+08.59 P.C.S. AH =
Lan
1,642,000
728,000


L5 1876+15.86 P.C.
L6 18
B 1873+78.55 P.
16'
N27°37'56" E
N35°09'06" E
Loc. Tang.
L6 1876+12.14 P.O.S. (28°2' Rt.) =
A6 1876+13.14 P.O.T.
L6
1454.55 S.P.
a= 0.07562476
S= 8°00'


B
240' Spiral
a = 1.25
s = 3°36'
TB
Ts = 380
a
S = 9
B 188
A4 1890+95.24 P.S.
A4 1890+18.55 P.O.T. A4 =
A6 1890+12.23 P.T. Bk'z
A6
150' Sp.
a = 8.0
S = 9°00'
B 1883+71.60 P.S.
L6 1885+95.59 P.O.S.T. (16.20Lt) =
WB 1885+95.59 P.S.
B 1885+
B
B
A
A
24'
80'
89'
A4 1891+78.30
A4 1
"A4"
143.06 SP.
"L5"
"L6"
11'
E
© P.I.
A6 1884+25.22 P.S.
L6 1885+63.14 P.T.
L6 1885+61.21 P.O.S.T. =
EB 1885+61.21 P. (16.21 Rt.)
A6 1885+78.02 P.S.C.
L5 1885+77.96 P.S.
L6 1885+78.41 P.S.
A6 1888+62.23 P.C.S.
E.B. 1889+60.14 P.S.S.
L5 1889+77.96 P.S.C.
P.S.S.
"L6" com
(15' 4½"
of "L5"
L6
Offset Spiral
398.93'
a = 0.5040471
S = 4°00'
EB & WB
Offset Spiral
398.93'
a = 0.5040471
S = 4°00'


A4 1430'6R
A4 1892+61.58 P.C.S.
A4 1893+45.90
45.90 P.S.C.
78.30 P.S.C.
Sp.
1643,000
1136,000
"L5" common ℄
as per plan
L5 1893+05.10 P.C.S.
L5 1897+05.10 P.T.
E.B. 18
L5 188
L6 1889+77.34 P.S.S.
L 6" common ℄ as proposed
(15' 4½" offset to south
of "L5")
L6
1075.53' Sp.
a.= 0.18695821
S = 10° 32' 34"
EB & WB
1075.53' Sp.
a = 0.18695821
S = 10° 32' 34"

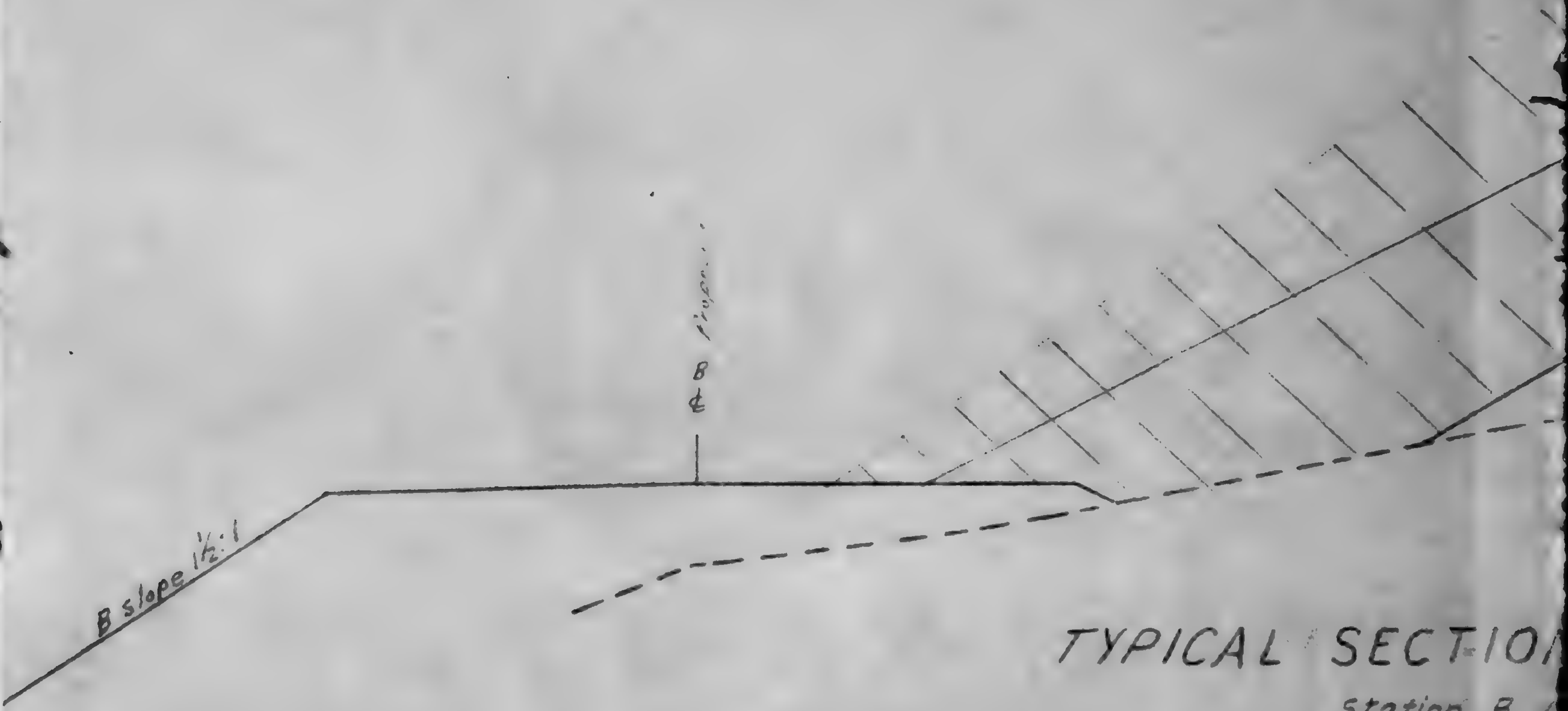
REVISED
WEST CASCADE LOCKS INTERCHANGE
Columbia River Highway
Aug. 24, 1961


4+45.90 P.S.C.
L5 1893+05.10 P.C.S.
L5 1897+05.10 P.T.
E.B. 1900+35.67 P.T.
L6 1900+52.87 P.T.
E.B. 1901+93.85 P.O.T. BK.=
L2 1901+83.35 P.O.T. (20' Rt.)

L6
1075.53' sp.
a.= 0.18695821
S = 10° 32' 34"

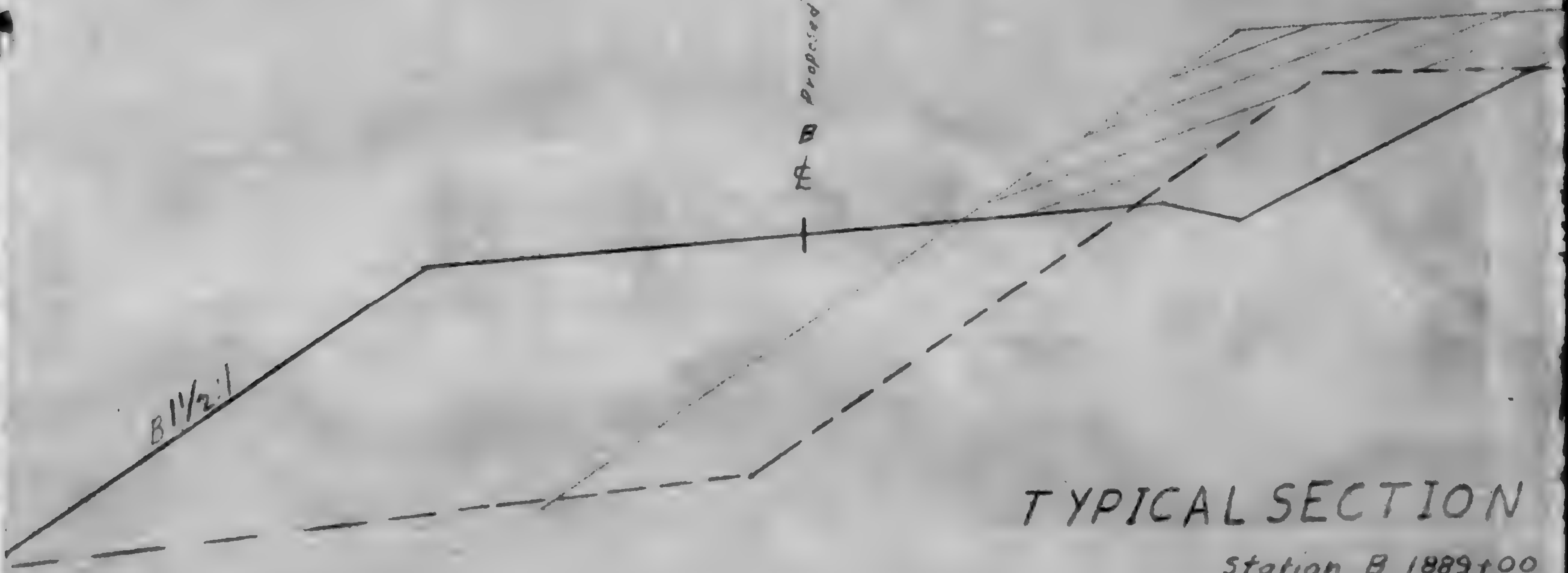
EB & WB
1075.53' Sp.
a = 0.1 695821
S = 10° 32' 34"

REVISED
CASCADE LOCKS INTERCHANGE
Columbia River Highway
Aug. 24, 1961


Propo
B
℄
B slope 1½:1

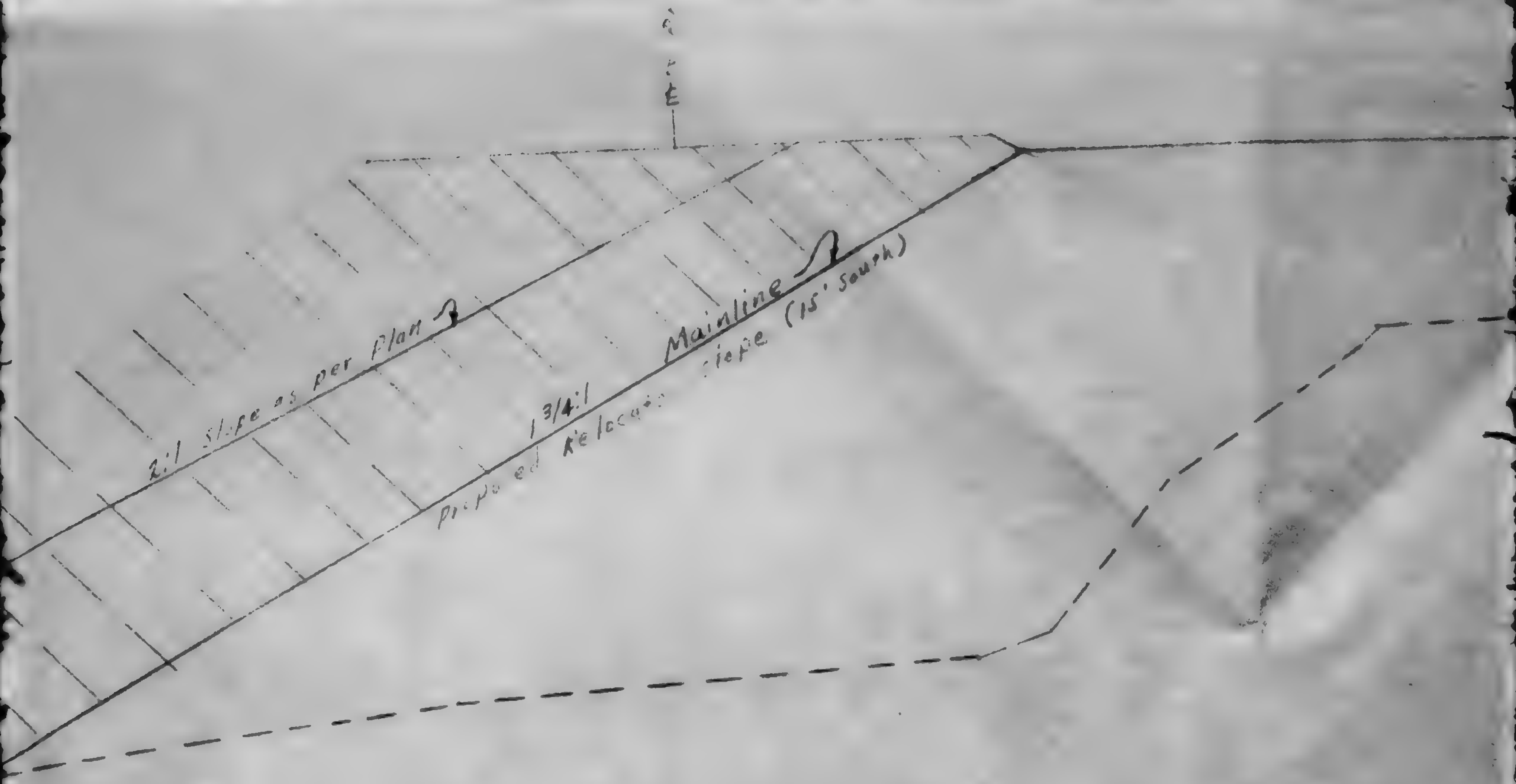
TYPICAL SECTIO

Station B 1


Proposed
B
℄
B 1½:1

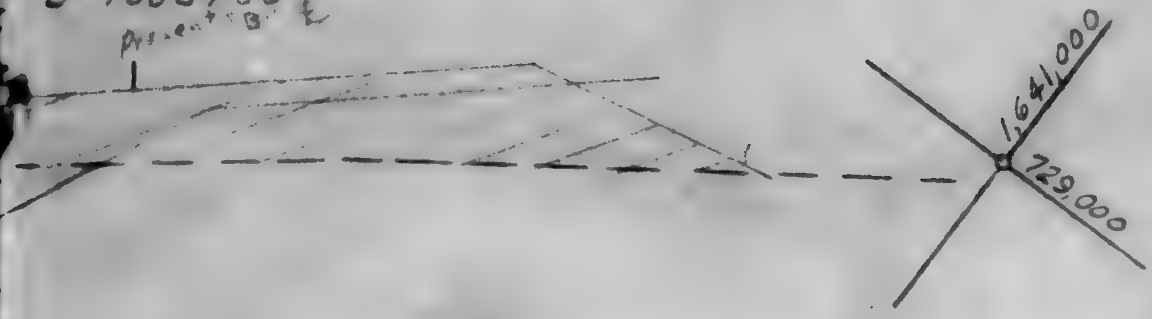
TYPICAL SECTION

Station B 1889+00


℄
2:1 Slope as per Plan
Mainline
1 3/4:1
Proposed Relocation Slope (15' South)

TION A-A

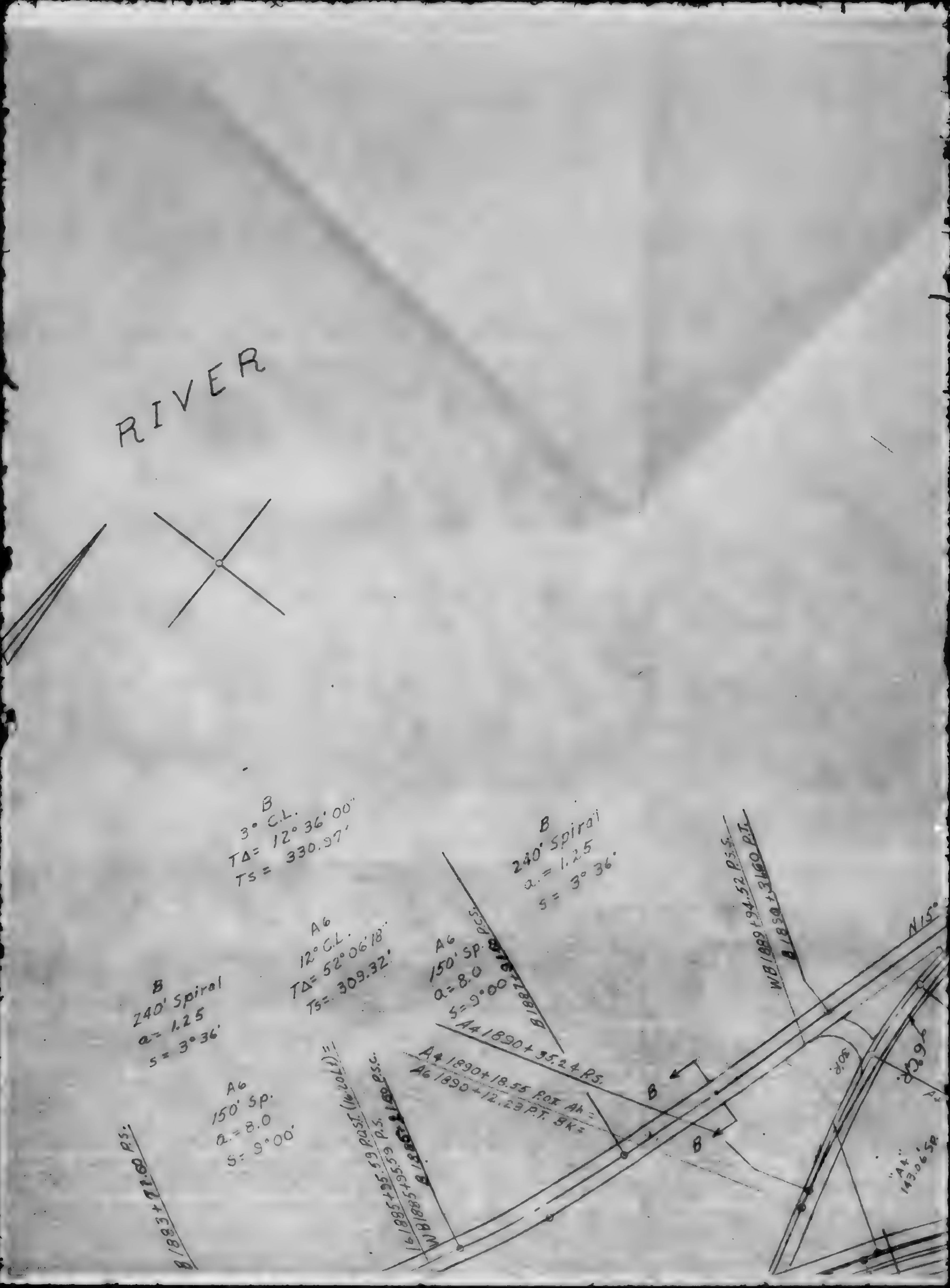
B 1883+00 ℄

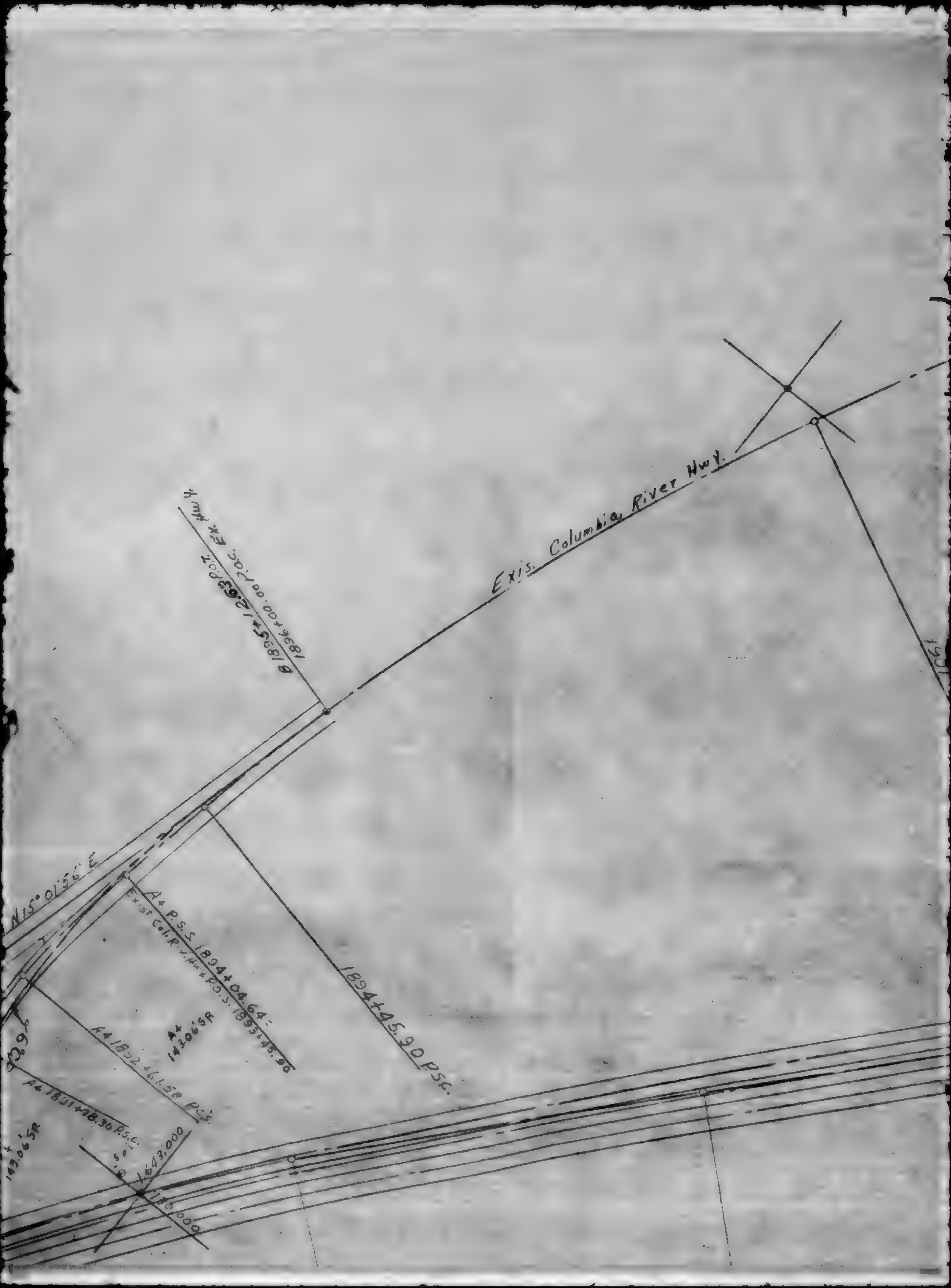

Present B ℄
1,641,000
729,000

N B-B

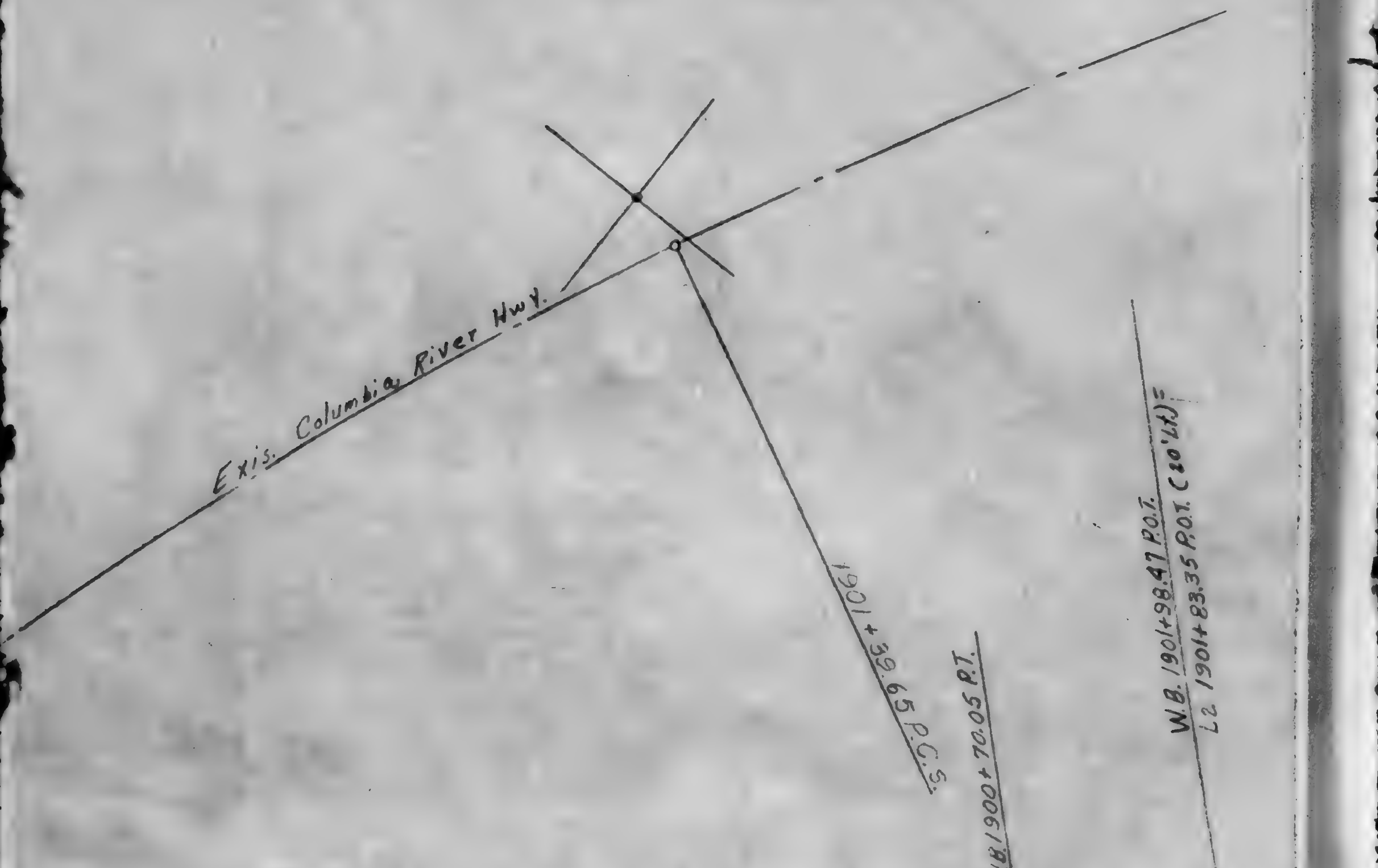
+00

COLUMBIA
N
L5 1876+15.86 P.C.S.
L5 1880+55.86 P.T.


RIVER
B
3° C.L.
TΔ= 12° 36' 00"
Ts = 330.97'
B
240' Spiral
a. = 1.25
s = 3° 36'
A6
12° C.L.
TΔ= 52° 06' 18"
Ts= 309.32'
A6
150' SP.
a= 8.0
s= 9°00'
B 1887+91.18 P.C.S.
B
240' Spiral
a= 1.25
s = 3° 36'
A6
150' Sp.
a.= 8.0
s= 9°00'
B 1883+22.60 P.S.
16 1885+35.59 P.O.S.T. (16.20 Lt.) =
WB 1885+95.59 P.S.
B 1885+51.60 P.S.C.
A4 1890+35.24 P.S.
A4 1890+18.55 P.O.T. Ah =
A6 1890+12.23 P.T. Bk =
WB 1889+94.52 P.S.S.
B 1850+36.60 P.T.
N 15°
B
B
30'R
39
"A4"
143.06' Sp.
A



Exis. Columbia River Hwy.
B 1895+12.63 P.O.T.
1896+00.00 P.O.C. Ex. Hwy.
1894+45.90 P.S.C.
N15°01'56" E
A4 P.S.S. 1894+04.64 =
Ex. st Col. Riv. Hwy P.O.S. 1893+45.90
A4 143.06 SR
A4 1892+61.58 P.C.S.
A4 1891+28.30 P.S.C.
A4 143.06 SR
501
643,000
136,000
39
19


Exis. Columbia River Hwy.
1901+39.65 P.C.S.
W.B. 1900+70.05 P.T.
W.B. 1901+98.47 P.O.T.
L2 1901+83.35 P.O.T. (20' Lt.) =
1894+45.90 P.S.C.
35.67 P.T.
+52.87 P.T.
01+93.85 P.O.T. BK=
(+ 83.35 P.O.T. (20' Rt.)

RECEIVED

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

1479

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
W. C. WILLIAMS

August 24, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Oregon Project I-80N-2(20)39
Multnomah County Line-East
Cascade Locks Section
Contract No. 5829

Dear Sir:

Reference is again made to a slide on this project within the limits of the West Cascade Locks Interchange known as the Ruckles Slide. We have previously transmitted to you reports and documents as they have been prepared by members of our staff. You have already approved the emergency work necessary to repair Tunnel R-3 damaged by the action of this slide.

Since our last correspondence on August 10, 1961, we have noted a further complication on the project. The northwest column of Bent 2 on the West Cascade Locks Interchange structure has become involved in the slide limits. To date, this column has moved toward the river approximately .4 of a foot and has leaned out of plumb about .1 of a foot. The status of the structure at this time is as follows:

All the columns in Bents 2, 3, 4, and 5 have been poured. Caps are in place on Bents 5 and 6. The steel piling for Bent 1 has not as yet been driven. The span between Bents 3 and 4 is to be a steel one. All other spans are to be poured-in-place concrete. The steel is on the project.

We have kept a close check on the action of the slide itself and find that it has continued to move slowly. The railroad company tracks located near the foot of the slide have had to be realigned several times recently due to the action of the slide.

Our Soils Engineering Department has completed their study of the slide area and has determined that movements will increase with the coming winter rains. They have recommended that we unload as much of the upper limits of the slide as possible. In keeping with this recommendation, we have devised a plan consisting of the following steps:

1. You will note that the large majority of the driving force near the top of the slide consists of the weight added to the slide by the construction of the "B-5" on-ramp from Cascade Locks westbound. We propose to remove the "B-5" from its present position and reconstruct it downhill near the toe of the slide. This reconstruction will be accomplished with the smallest amount of fill practical. It will necessarily make the "B-5" Line considerably longer than originally planned.

2. We will also shift the "L-5" Line approximately 15 feet easterly. This will mean that we will abandon the westerly column on each of the bridge bents and construct another row of columns on the easterly side. This shift easterly will also remove fill material from the "L-5" Line which is contributing additional driving force to the slide.

3. We will also add drainage works to the head of this slide designed to remove surface water which lubricates slip planes.

A rough estimate of the cost of the work involved and described above is $100,000. It is our intention to negotiate a Price Agreement with the contractor, Vernie Jarl, to perform this work under the existing unit bid prices on the contract. We believe that these prices are fair to both the State and the contractor. I list below these unit prices:

Excavation	$0.45 per Cu. Yd.
Short Overhaul	0.01 per Yd. Sta.
Long Overhaul	0.35 per C-Yd. Sta.

We are at the present time rushing the design changes required by the plan outlined above through our Design office. At such time as we have them completely worked out, we will furnish you with revised plan sheets.

This matter was discussed with you and Mr. Emrich by Fred Klaboe, Field Construction Engineer, on August 22nd and has received your tentative approval. As pointed out by Mr. Klaboe in this meeting, we feel that it is necessary to accomplish the work before the beginning of the fall rains in order that we do not unnecessarily endanger the tunnel installations beneath the slide, the railroad tracks adjacent to the toe, and the Columbia River Highway facility itself.

Very truly yours,

W. C. Williams
State Highway Engineer

By ORIGINAL SIGNED BY
TOM EDWARDS
Tom Edwards
Construction Engineer

FBK:fp:jw

cc W. C. Williams
Forrest Cooper
G. S. Paxson
R. L. Porter
A. E. Johnson

RECEIVED
AUG 25 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 16 1961
FOR FILING

[illegible]

5829

August 14, 1961

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 4, Account No. 235, covering realignment of UPRR tracks and watchman on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County, Contract No. 5829, in connection with Federal Aid Project No. I-80N-2(20)39.

The Union Pacific Railroad line was moved in connection with construction of this project. The additional weight of the fill is causing the original ground to move, making it necessary to realign the tracks between Stations 1883 to 1891. The tracks have been realigned three times as emergency work. Additional work will be necessary as the movement continues. For safety the Railroad has issued slow orders for trains in the area and has watchmen on duty twenty-four hours a day.

The total estimated amount of the order is $4,500.00 with Federal participation of $4,050.00.

This work has been verbally recommended for approval by the B.P.R. Area Engineer and Administrative Manager.

Your approval of the order under the provisions of PPM 30-3 is requested. The original railroad work was done under agreement dated January 4, 1961, which was supplement to the agreement dated February 19, 1938, A/W file 29673.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enc.

DBP:cr

RECEIVED
AUG 16 1961
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

DATE: August 14, 1961

FROM : C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

SUBJECT: Oregon Project I-80N-2(20)39, Multnomah County Line-East Cascade Locks Section

We are today approving the proposed work in repairing the Union Pacific drainage tunnel in the "Ruckle Slide" area on the above project, as requested in your letter of August 10, 1961, for $8,057.73 as evidenced by the exchange of correspondence and reports submitted therewith. Work may proceed as of this date.

Due to the extreme emergency involved, the provisions of PPM's 21-6.3 and 30-3, pertaining to advertising for bids, is hereby waived and the estimate of Armco Drainage & Metal Products, Inc. negotiated by the Union Pacific Railroad is approved as a reasonable cost for this work.

Reimbursement for the above work is subject to the provisions of PPM 21-6.3 and 30-3.

This approval does not cover the $4,000 incurred by the Railroad for watchmen and track forces as mentioned in their letter of August 7, 1961.

[illegible]

NOTED
FORREST COOPER

RECEIVED
AUG 15 1961
STATE HIGHWAY ENGINEER

RECEIVED
AUG 14 1961
FOR FILING

5209

August 11, 1961

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: Eagle Creek-Cascade Locks
Columbia River Highway

Dear Sir:

Reference is made to your letter of August 8 in regard to reimbursement to your company for repair work on the drainage tunnels near Cascade Locks and for costs in realigning your tracks in that area.

This is to advise that the State will reimburse your company for such costs on submission of billing in sufficient detail so that audit of the billing can be made.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:aa

cc to: Mr. W. C. Williams

FORM E-123-X 50M 1-61

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 10, 1961

Mr. C. G. Bolk
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Ruckel Slide
Multnomah County Line-East
Cascade Locks Section
Contract No. 5829

Dear Sir:

Reference is again made to the emergency repair work that must be preformed on Tunnel R-3. Previously, I had transmitted to you various reports and correspondence relating to the damage and more particularly documenting the State Highway Department's responsibility for the same. We have now received further information from the Union Pacific Railroad in the forms of bids by the Armco Drainage and Metal Products, Inc. for performing the work to bring the tunnels to a safe condition. These bids are slightly different than those presented in our original letter.

The Armco Company will supply and completely install, including backfill and other works, five-gauge, 54-inch pipe at the bid price of $112.49 per lineal foot. They will also clean the R-3 lateral tunnel for a lump sum bid of $752.00. Any extra work for replacing timber sets, et cetera, will be done for an additional sum of $7.00 per man hour plus equipment and supplies.

These bids have been analyzed by our Cost Analysis Department and they find that they are a fair price. Copies of their analysis are enclosed along with copies of the Armco bids and correspondence.

One further item which is not included in the Armco bids is the construction of a haul road leading to the tunnel entrance. This work will be performed by the Union Pacific Railroad and is estimated to cost about $400.00. A summary of the cost of the repairs is listed below:

Liner, 112.49 x 52.5 =	$5,905.73
Clean Lateral	752.00
Add. sets (est. total)	1,000.00
Entry road	400.00
	$8,057.73

In my previous discussions with you and your staff, I have been informed that a negotiated bid such as this one will be accepted by the Bureau of Public Roads upon justification due to the extreme emergency involved. There is not time to advertise and set up a form contract for performing the work.

One further item on which you requested information concerns the agreement between the Union Pacific Railroad and the State of Oregon. Stipulations pertinent to this condition are found in a Supplement to Railroad Agreement No. 240, Eagle Rock-Cascade Locks Section, dated January 4, 1961. The Bureau of Public Roads has approved this agreement and a copy has been presented you for your files.

May we have your immediate approval to proceed with the tunnel liner installation and the corrective work described above.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Tom Edwards
Construction Engineer

Enclosure

FBK:fp

cc Forrest Cooper
G. S. Paxson

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

August 8, 1961

File: D 314-3-2

☞ Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson
Assistant State Highway Engineer

Dear Sir:

Referring to your letter of July 18th and supplementing my letter of August 7th relative to movement of Railroad's tracks between M. P. 41.2 and M. P. 42.2 near Cascade Locks, Oregon, resulting from highway construction in that area:

In connection with repairs to be made to the drainage tunnel, will appreciate confirmation of our telephone conversations with your personnel that the State will reimburse the Railroad for the cost of work involved in installing the tunnel liner and other related work in connection with these repairs, including realigning and surfacing of track and watchman services.

Yours truly,

G. H. Baker

G. H. Baker
Superintendent

cc: Mr. E. S. Hunter
Division Engineer
Oregon State Highway Dept.
9200 S. E. McLoughlin Blvd.
Portland, Oregon

RECEIVED
AUG 10 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 10 1961
OREGON
STATE HIGHWAY COMMISSION

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

AUGUST 7, 1961

(Ref. File: D 314 - 3 - 2)

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

Referring to your letter of July 18th relative to movement of Railroad's tracks between Mile Posts 41.2 and 42.2, resulting from highway construction throughout this area:

Approximately 238' from the access shaft, the tunnel is failing. There is approximately 36' of tunnel at this point that is failing and the Railroad has made arrangements with Armco for installing 5-gage Standard Armco linerplate, galvanized and asphalt coated, 54" neutral axis diameter, which work is to be performed at expense of State of Oregon. Liner will be approximately 52.5' long.

Attached for your information are three letters from Armco, quoting proposals for this installation as follows:

Letter of July 27, quotation for tunnel liner material only;
Letter of July 28, proposal covering labor and material for installation; and
Letter of August 1, quoting additional cost of $3.99 per lineal foot for 5-gage material and also including quotation for gravel backfill.

Copies of these proposals are also attached to Mr. Hunter's copy of this letter.

Also for your further information, the cost to date incurred by Railroad Company for Watchman and track forces is approximately $4,000.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

enc.

cc: Mr. E. S. Hunter,
Division Engineer
Oregon State Highway Department
9200 S. E. McLoughlin Blvd.
Portland, Oregon

RECEIVED
AUG - 9 1961
OREGON
STATE HIGHWAY COMMISSION

ARMCO DRAINAGE & METAL PRODUCTS, INC.

NORTH PACIFIC DIVISION

P. O. Box 751
PORTLAND 7, OREGON

1320 S. W. Broadway Avenue
PORTLAND 1, OREGON

CAPITOL 8-9433

August 1, 1961

cc: Mr. J. M. Thomas, Sr. Sales Engineer
AD&MP, P.O. Box 751, Portland 7, Oreg.
Telephone: CApitol 8-9433

Mr. R. E. Haacke, Division Engineer
Union Pacific Railroad Company
2525 N. Larabee Street
Portland, Oregon

Dear Mr. Haacke:

Re: Cascade Locks Tunnel Repair

To confirm our telephone conversation today, we could furnish the proposed liner plate material for the Cascade Locks tunnel repair on our Bid 1042 in 5 gage material. The Mill informs us that due to the curving limitation of this gage material the best width we could expect would be 51" O.D. rather than the 48" as proposed in 7 gage material.

The 5 gage material would have a section modulus of .0918"^{3} per inch. This material having a 54 Pi periphery would cost an additional $3.99 per lineal foot.

If it would be more convenient to you, we could also furnish the gravel backfill for an additional $1.50 per lineal foot of liner plate installed. These two additions would raise our bid price from $107.00 per lineal foot to $112.49 per lineal foot.

We thank you for the opportunity of quoting you on this installation and please call us if we can furnish any further information.

Cordially,

J. L. Craigg

Construction Department
Pacific Region

54

3.99
1.50
107
$112.49

J. L. Craigg
ihs

R. E. H.
AUG 3 - 1961

DIVN. ENGR.
AUG 2 1961
UPRR ALBINA

ARMCO DRAINAGE & METAL PRODUCTS, INC.
North Pacific Div. [illegible]
P. O. Box [illegible] Station
Portland 7, Oregon

BID PROPOSAL

Bid No. 1042

Date: July 28, 1961

To: UNION PACIFIC RAILROAD COMPANY
2525 N. Larabee Street
Portland, Oregon

Description of Work:

We propose to reline approximately 52.5 lineal feet of the failing 4'x6' wooden tunnel under the Union Pacific Railroad tracks near Cascade Locks, Oregon, with 7 gage standard Armco Liner Plate, galvanized and asphalt coated, 54" neutral axis diameter, approximately 10% ellipsed. Bid price includes furnishing and installing the liner plate material, removing any necessary existing silt, timbers or bracing, furnishing and installing a concrete seal approximately 2' thick in the upstream and downstream ends between the liner plate structure and the existing wooden tunnel, placing 3/4" to 1/4" gravel backfill between the liner plate structure and the existing tunnel.

Bid price includes standard railroad required insurance coverage limits in lieu of Item 4 on the back hereof.

Provisions:

1. Others to furnish access road to tunnel entrance for truck use and the required gravel backfill at jobsite.
2. Bid price does not include any inspectors, watchmen, or flagmen.
3. Armco will remove the existing silt from the lateral tunnel section which is at right angles to the main tunnel and connect to the 18" pipe discharge tunnel for an additional lump sum of $752.00.
4. For any extra work, as replacing timber sets, or other work as may be directed, an additional sum of $7.00 per man hour + equipment rental @ A.E.D. 1960 rates + (cost of materials and supplies + 15%) Equipment rental would not apply to equipment already on job in conjunction with the relining portion.
5. Bid price subject to revision if tunnel collapses further prior to Armco's commencing installation of the liner plate.

Price: Furnish and install Liner Plate - $107.00 per lineal foot.

Terms: Net 30 days after completion by Armco.

This Bid Proposal [illegible] expires: August 31, 1961.

ARMCO DRAINAGE & METAL PRODUCTS, INC.

By J. L. Craig

ACCEPTED

ACCEPTED
ARMCO DRAINAGE & METAL PRODUCTS, INC.

(Title)____________________

(Date)____________________

By____________________

If desirable, this proposal may be used as a short form of contract - see conditions on back hereof.

CONDITIONS

1. Armco Drainage & Metal Products, Inc. is hereinafter called the "Company." The party to whom the within bid proposal is made is hereinafter called the "Purchaser."

2. This proposal shall constitute a short form of contract, which will be binding on both parties, after being signed by legally authorized officers representing the "Purchaser" and the "Company."

3. Above acceptance shall be made prior to the expiration date shown on the face of the bid proposal.

4. Insurance to be furnished by the Company to cover work on this proposal shall consist of the following:
Public Liability —$100/300,000
Property Damage —$ 25/ 50,000
Workmen's Compensation as required by State Law.
Insurance costs other than the above are not included. If other types of coverage are required they will be charged for at the prevailing rates applicable to the coverage required. Premiums for payment and performance bonds, state or municipal taxes have not been included in the prices on this proposal unless otherwise stated on the face hereof.

5. If the prices quoted herein are unit prices, it is understood that any quantities or dimensions appearing in this proposal are approximate. Final quantities and dimensions shall be agreed to by both parties, when the work is completed, and the unit prices quoted herein shall be applicable for computing the total amount payable to the Company.

6. Alterations to the work described herein through additions or deductions and any adjustments resulting therefrom in the prices hereunder shall be agreed to in writing by both the Purchaser and the Company prior to making such alterations.

7. No claim for "extras" shall be made by the Company unless fully agreed to in writing by the Purchaser prior to the performance of such "extra" work.

8. If the work herein described is expected to require more than 30 days for completion the "Company" will bill the "Purchaser" on or about the 15th day of each month for 85% of the value of labor acceptably incorporated into the work and for acceptable materials delivered to the site during the prior month. After completion of the work by the Company and acceptance by the Purchaser, any balance of money due the Company shall be paid within 30 days from the date of billing by the Company.

9. All utility lines, sewers, water mains, conduits or other obstructions which may retard the progress of the work, herein described, shall be promptly relocated or removed by others unless otherwise specified on the face of this proposal.

10. Upon acceptance of this proposal as a contract the Company agrees to start the described work promptly or at such time as may be agreed to by both parties.

11. The Company shall not be liable for failure or delay in delivery or performance by reason of any contingencies beyond the Company's reasonable control, including, but not by way of limitation, strikes, differences with workmen, fire, flood, embargo, war, Governmental regulations, including allocations, preferences or priorities for Government and other orders, or shortage or failure of raw materials, fuel, labor or transportation.

12. Unless otherwise expressly agreed upon in writing, material supplied hereunder shall be subject to standard manufacturing variations, tolerances and classifications.

13. Unless it shall have expressly agreed thereto in writing, the Company shall not be responsible for the results of any technical advice in connection with the design or use of the products specified hereunder.

14. Failure of the Company to enforce any of these conditions or to exercise any right shall not affect the Company's rights nor shall any such failure act as a waiver in respect of other or future occurrences.

15. The Company shall not be responsible for charges for watchmen or for inspection of work or materials unless otherwise agreed to in writing.

16. Unless otherwise expressly agreed in writing, all agreements for right-of-way, permits and other authorizations to permit the work to be done and payment therefor to be made shall be obtained by the Purchaser at the Purchaser's expense and satisfactory evidence thereof furnished to the Company before the Company shall become obligated to furnish materials or perform the work.

17. The "Company" expects to complete the work herein described in a neat and workmanlike manner.

18. The "Company" expects to clean up the premises in the immediate area of the work so as to leave said area in a condition satisfactory to the "Purchaser" except where the "Purchaser" has agreed to do such final clean-up work at his own expense.

19. There are no understandings, terms or conditions not fully expressed herein. There is no implied warranty or condition except an implied warranty of title to, and freedom from encumbrance of, the products sold hereunder, and in respect of products bought by description that they are of merchantable quality. The Company's liability hereunder shall be limited to the obligation to replace any work or material proven to have been defective in quality or workmanship or not according to specification at the time of completion or delivery, or allow credit therefor at its option. In no event shall the Company be liable for any special, direct, indirect, or consequential damages or claims for labor other than as aforesaid.

20. It is agreed that the "Purchaser" will have an authorized representative at the site of work for inspection and acceptance at the time of completion of the work.

9157

ARMCO DRAINAGE & METAL PRODUCTS, INC.

NORTH PACIFIC DIVISION

P. O. Box 731 - Federal Station
PORTLAND 7, OREGON

1320 S. W. Broadway Avenue
PORTLAND, OREGON

[illegible]

CAPITOL 8-9433

Mr. [illegible], Division Engineer
Union Pacific Railroad Company
[illegible] N. Larabee
Portland, Oregon

Ref: Cascade Locks-
Tunnel Repair

Dear Mr. Haacke:

In accordance with our conversation on Monday, July 24, 1961, we are pleased to give you the following information pertinent to the proposed repair of the first tunnel we inspected.

Assuming a total fill height of 100' or less, with a superimposed E-72 and/or [illegible] loading, we can recommend Armco Liner Plate in #7 gage (see Page 13 in attached data). We understand that you are requesting galvanized and asphalt coated plates to be furnished. The width control of 48" maximum O.D., along with our minimum curving radius for the top and bottom plates, places us at a 54" N.A. Dia., which when ellipsed approximately 10% will give a 48" width and approximately 60" height. Although this will result in a relatively small structure, the shape itself is similar to those shown on page #17 in the attached catalog (see sketch attached for dimensions).

The description of the plates is as follows: #7 gage Armco Liner Plate, galvanized and asphalt coated, having a section modulus of .0797 inches cubed per inch, with a flanged circumferential seam and lapped longitudinal seams. Plates to be factory formed to provide for a field-assembled structure having a 54 pi periphery with a maximum horizontal O.D. of 48". Each ring will consist of 4 plates (1 - 12 pi and 3 - 14 pi), having a net laying length of 18" (see page #12 for details). Plates to be provided for field-assembly in accordance with 4 pi minimum staggering of longitudinal seam and complete assembly from inside of structure. Necessary hardware to be provided with plates, including bolts per ASTM: A307 - 5/8" diam. x 1¼" length. Single-offset, double-offset and no-offset plates to be proviced for assembly in accordance with manufacturers' instructions. 2" grout holes and plugs to be provided in plates necessary for grout access in alternate rings thru the Liner Plate structure.

Based on supplying 52.5 lin. ft., of above structure, the price per foot is $41.01 FOB delivered by truck to road at jobsite. Because of the asphalt coated requirement, it is necessary for us to bring the galvanized plates into our Hillsboro plant, coat there, and then haul by truck to jobsite.

DIVN. ENGR.
JUL 28 1961
ALBINA

[illegible] Construction Service Department is preparing a proposal for the installation of the above, including backfilling the voids between the plate structure and the existing tunnel. The proposal is being mailed under separate cover, and provides for the breakdown you requested, along with a lump sum total for the lined segment complete.

Shipment of the above material can be made in approximately three to four weeks after receipt of your order. Allow for shipping time to Portland and add approximately one more week for asphalt coating and haul to jobsite. In view of this expected delivery schedule, it would be well to place the order as soon as possible.

We trust this, along with the attached data and proposal, gives you the information you have requested. It appears that this will be a very satisfactory solution to the problem we observed and we will be pleased to make the installation for you as soon as you can give us the go-ahead and we can get the material to the job.

Please give me a call if there is any question regarding the above or the attached.

Cordially yours

ARMCO DRAINAGE & METAL PRODUCTS, INC.

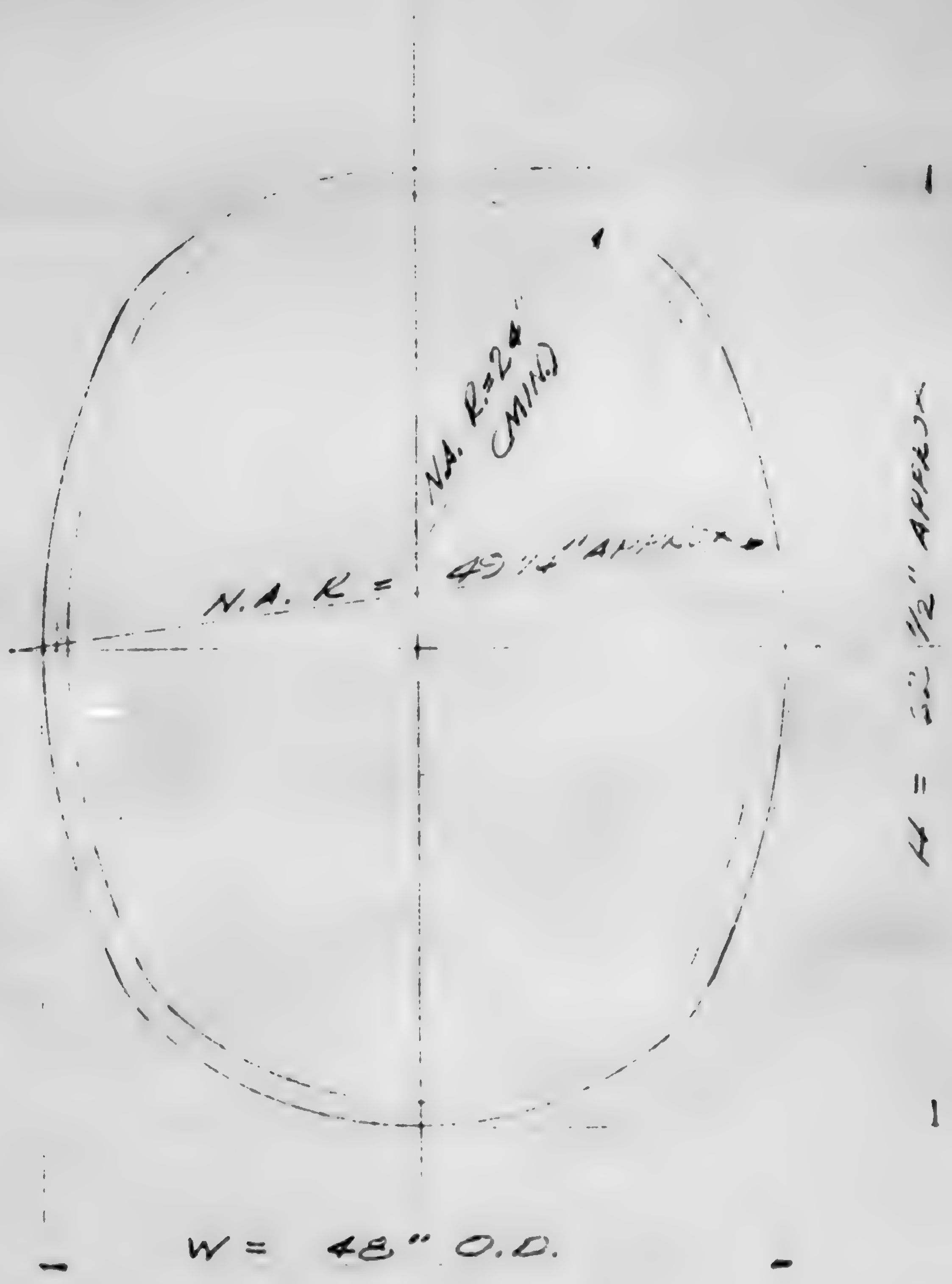
Portland District Sales

JMThomas/hc

cc: Extra copy attached

BY ______ DATE ______ SUBJECT 54 [illegible]
CHKD. BY ______ DATE ______ ASPHALT COATED ARM[illegible]
LINER PLATE

SHEET NO. ______
JOB NO. ______


N.A. R=24" (MIN.)
N.A. R = 49 1/4" APPROX.
H = 52 1/2" APPROX.
W = 48" O.D.

RECEIVED
FORM E-123-X 50M 1-61
AUG 11 1961
FOR FILING

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5239

August 11, 1961

W. C. WILLIAMS

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Supplemental Agreement
State Highway Commission-
Union Pacific Railroad
Dated January 4, 1961
Eagle Creek-Cascade Locks Section
File #29473
Railroad #240

Dear Mr. Polk:

This agreement provides, among other things, that if anything we do in connection with the fulfillment of the agreement causes damage to the Railroad, the responsibility for the repair of that damage is upon the State.

I have reviewed the facts in connection with the damage to the Railroad Tunnel No. R 3 by reason of construction of highway fill and in this instance I am of the opinion that said damage is the responsibility of the State.

Very truly yours,

L. I. LINDAS
Chief Counsel

By
G. R. ROHDE
Assistant Counsel

GRR:hg

CC: Mr. W. C. Williams
Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. Tom Edwards

RECEIVED
AUG 15 1961
FOR FILING

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 10, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Ruckel Slide
Multnomah County Line-East
Cascade Locks Section
Contract No. 5829

Dear Sir:

Reference is again made to the emergency repair work that must be preformed on Tunnel R-3. Previously, I had transmitted to you various reports and correspondence relating to the damage and more particularly documenting the State Highway Department's responsibility for the same. We have now received further information from the Union Pacific Railroad in the forms of bids by the Armco Drainage and Metal Products, Inc. for performing the work to bring the tunnels to a safe condition. These bids are slightly different than those presented in our original letter.

The Armco Company will supply and completely install, including backfill and other works, five-gauge, 54-inch pipe at the bid price of $112.49 per lineal foot. They will also clean the R-3 lateral tunnel for a lump sum bid of $752.00. Any extra work for replacing timber sets, et cetera, will be done for an additional sum of $7.00 per man hour plus equipment and supplies.

These bids have been analyzed by our Cost Analysis Department and they find that they are a fair price. Copies of their analysis are enclosed along with copies of the Armco bids and correspondence.

One further item which is not included in the Armco bids is the construction of a haul road leading to the tunnel entrance. This work will be performed by the Union Pacific Railroad and is estimated to cost about $400.00. A summary of the cost of the repairs is listed below:

Liner, 112.49 x 52.5 =	$5,905.73
Clean Lateral	752.00
Add. sets (est. total)	1,000.00
Entry road	400.00
	$8,057.73

In my previous discussions with you and your staff, I have been informed that a negotiated bid such as this one will be accepted by the Bureau of Public Roads upon justification due to the extreme emergency involved. There is not time to advertise and set up a form contract for performing the work.

One further item on which you requested information concerns the agreement between the Union Pacific Railroad and the State of Oregon. Stipulations pertinent to this condition are found in a Supplement to Railroad Agreement No. 240, Eagle Rock-Cascade Locks Section, dated January 4, 1961. The Bureau of Public Roads has approved this agreement and a copy has been presented you for your files.

May we have your immediate approval to proceed with the tunnel liner installation and the corrective work described above.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Tom Edwards
Construction Engineer

Enclosure

FBK:fp

cc Forrest Cooper
G. S. Paxson

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

AUGUST 7, 1961

(Ref. File: D 314 - 3 - 2)

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

Referring to your letter of July 18th relative to movement of Railroad's tracks between Mile Posts 41.2 and 42.2, resulting from highway construction throughout this area:

Approximately 238' from the access shaft, the tunnel is failing. There is approximately 36' of tunnel at this point that is failing and the Railroad has made arrangements with Armco for installing 5-gage Standard Armco linerplate, galvanized and asphalt coated, 54" neutral axis diameter, which work is to be performed at expense of State of Oregon. Liner will be approximately 52.5' long.

Attached for your information are three letters from Armco, quoting proposals for this installation as follows:

Letter of July 27, quotation for tunnel liner material only;
Letter of July 28, proposal covering labor and material
for installation; and
Letter of August 1, quoting additional cost of $3.99 per
lineal foot for 5-gage material and also including
quotation for gravel backfill.

Copies of these proposals are also attached to Mr. Hunter's copy of this letter.

Also for your further information, the cost to date incurred by Railroad Company for Watchman and track forces is approximately $4,000.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

enc.

cc: Mr. E. S. Hunter,
Division Engineer
Oregon State Highway Department
9200 S. E. McLoughlin Blvd.
Portland, Oregon

RECEIVED
AUG - 9 1961
OREGON
STATE HIGHWAY COMMISSION

ARMCO DRAINAGE & METAL PRODUCTS, INC.

NORTH PACIFIC DIVISION

P. O. Box 751
PORTLAND 7, OREGON

1320 S. W. Broadway Avenue
PORTLAND 1, OREGON

CAPITOL 8-9433

August 1, 1961

cc: Mr. J. M. Thomas, Sr. Sales Engineer
ADAMP, P.O. Box 751, Portland 7, Oreg.
Telephone: Capitol 8-9433

Mr. R. E. Haacke, Division Engineer
Union Pacific Railroad Company
2525 N. Larabee Street
Portland, Oregon

Dear Mr. Haacke:

Re: Cascade Locks Tunnel Repair

To confirm our telephone conversation today, we could furnish the proposed liner plate material for the Cascade Locks tunnel repair on our Bid 1042 in 5 gage material. The Mill informs us that due to the curving limitation of this gage material the best width we could expect would be 51" O.D. rather than the 48" as proposed in 7 gage material.

The 5 gage material would have a section modulus of .0918"^{3} per inch. This material having a 54 Pi periphery would cost an additional $3.99 per lineal foot.

If it would be more convenient to you, we could also furnish the gravel backfill for an additional $1.50 per lineal foot of liner plate installed. These two additions would raise our bid price from $107.00 per lineal foot to $112.49 per lineal foot.

We thank you for the opportunity of quoting you on this installation and please call us if we can furnish any further information.

Cordially,

J. L. Craigg
Construction Department
Pacific Region

J. L. Craigg
ihe

3.99
1.50
107
$112.49

$5906

R. E. H.
AUG 3 - 1961

DIVN. ENGR.
AUG 2 1961
UPRR ALBINA

Form G-5282-S

ARMCO DRAINAGE & METAL PRODUCTS, INC.
North Pacific Division
P. O. Box 751 Federal Station
Portland 7, Oregon

BID PROPOSAL

Bid No. 1042

Date: July 28, 1961

To: UNION PACIFIC RAILROAD COMPANY
2525 N. Larabee Street
Portland, Oregon

Description of Work:

We propose to reline approximately 52.5 lineal feet of the failing 4'x6' wooden tunnel under the Union Pacific Railroad tracks near Cascade Locks, Oregon, with 7 gage standard Armco Liner Plate, galvanized and asphalt coated, 54" neutral axis diameter, approximately 10% ellipsed. Bid price includes furnishing and installing the liner plate material, removing any necessary existing silt, timbers or bracing, furnishing and installing a concrete seal approximately 2' thick in the upstream and downstream ends between the liner plate structure and the existing wooden tunnel, placing 3/4" to 1/4" gravel backfill between the liner plate structure and the existing tunnel.

Bid price includes standard railroad required insurance coverage limits in lieu of Item 4 on the back hereof.

Provisions:

1. Others to furnish access road to tunnel entrance for truck use and the required gravel backfill at jobsite.
2. Bid price does not include any inspectors, watchmen, or flagmen.
3. Armco will remove the existing silt from the lateral tunnel section which is at right angles to the main tunnel and connect to the 18" pipe discharge tunnel for an additional lump sum of $752.00.
4. For any extra work, as replacing timber sets, or other work as may be directed, an additional sum of $7.00 per man hour + equipment rental @ A.E.D. 1960 rates - (cost of materials and supplies + 15%) Equipment rental would not apply to equipment already on job in conjunction with the relining portion.
5. Bid price subject to revision if tunnel collapses further prior to Armco's commencing installation of the liner plate.

Bid Price Furnish and install Liner Plate - $107.00 per lineal foot.

Terms: Net 30 days after completion by Armco.

This Bid Proposal supercedes all previous Bid Proposals and is subject to acceptance at Company's Office at the address shown above and to the other conditions on the back hereof. This Proposal expires August 31, 1961.

ARMCO DRAINAGE & METAL PRODUCTS, INC.

By J. L. Craig

ACCEPTED

____

(Title)______________________

(Date)______________________

ACCEPTED
ARMCO DRAINAGE & METAL PRODUCTS, INC.

By______________________

If desirable, this proposal may be used as a short form of contract - see conditions on [illegible]

CONDITIONS

1. Armco Drainage & Metal Products, Inc. is hereinafter called the "Company." The party to whom the within bid proposal is made is hereinafter called the "Purchaser."

2. This proposal shall constitute a short form of contract, which will be binding on both parties, after being signed by legally authorized officers representing the "Purchaser" and the "Company."

3. Above acceptance shall be made prior to the expiration date shown on the face of the bid proposal.

4. Insurance to be furnished by the Company to cover work on this proposal shall consist of the following:

Public Liability —$100/300,000
Property Damage —$ 25/ 50,000
Workmen's Compensation as required by State Law.

Insurance costs other than the above are not included. If other types of coverage are required they will be charged for at the prevailing rates applicable to the coverage required. Premiums for payment and performance bonds, state or municipal taxes have not been included in the prices on this proposal unless otherwise stated on the face hereof.

5. If the prices quoted herein are unit prices, it is understood that any quantities or dimensions appearing in this proposal are approximate. Final quantities and dimensions shall be agreed to by both parties, when the work is completed, and the unit prices quoted herein shall be applicable for computing the total amount payable to the Company.

6. Alterations to the work described herein through additions or deductions and any adjustments resulting therefrom in the prices hereunder shall be agreed to in writing by both the Purchaser and the Company prior to making such alterations.

7. No claim for "extras" shall be made by the Company unless fully agreed to in writing by the Purchaser prior to the performance of such "extra" work.

8. If the work herein described is expected to require more than 30 days for completion the "Company" will bill the "Purchaser" on or about the 15th day of each month for 85% of the value of labor acceptably incorporated into the work and for acceptable materials delivered to the site during the prior month. After completion of the work by the Company and acceptance by the Purchaser, any balance of money due the Company shall be paid within 30 days from the date of billing by the Company.

9. All utility lines, sewers, water mains, conduits or other obstructions which may retard the progress of the work, herein described, shall be promptly relocated or removed by others unless otherwise specified on the face of this proposal.

10. Upon acceptance of this proposal as a contract the Company agrees to start the described work promptly or at such time as may be agreed to by both parties.

11. The Company shall not be liable for failure or delay in delivery or performance by reason of any contingencies beyond the Company's reasonable control, including, but not by way of limitation, strikes, differences with workmen, fire, flood, embargo, war, Governmental regulations, including allocations, preferences or priorities for Government and other orders, or shortage or failure of raw materials, fuel, labor or transportation.

12. Unless otherwise expressly agreed upon in writing, material supplied hereunder shall be subject to standard manufacturing variations, tolerances and classifications.

13. Unless it shall have expressly agreed thereto in writing, the Company shall not be responsible for the results of any technical advice in connection with the design or use of the products specified hereunder.

14. Failure of the Company to enforce any of these conditions or to exercise any right shall not affect the Company's rights nor shall any such failure act as a waiver in respect of other or future occurrences.

15. The Company shall not be responsible for charges for watchmen or for inspection of work or materials unless otherwise agreed to in writing.

16. Unless otherwise expressly agreed in writing, all agreements for right-of-way, permits and other authorizations to permit the work to be done and payment therefor to be made shall be obtained by the Purchaser at the Purchaser's expense and satisfactory evidence thereof furnished to the Company before the Company shall become obligated to furnish materials or perform the work.

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18. The "Company" expects to clean up the premises in the immediate area of the work so as to leave said area in a condition satisfactory to the "Purchaser" except where the "Purchaser" has agreed to do such final clean-up work at his own expense.

19. There are no understandings, terms or conditions not fully expressed herein. There is no implied warranty or condition except an implied warranty of title to, and freedom from encumbrance of, the products sold hereunder, and in respect of products bought by description that they are of merchantable quality. The Company's liability hereunder shall be limited to the obligation to replace any work or material proves to have been defective in quality or workmanship or not according to specification at the time of completion or delivery, or allow credit therefor at its option. In no event shall the Company be liable for any special, direct, indirect, or consequential damages or claims for labor other than as aforesaid.

20. It is agreed that the "Purchaser" will have an authorized representative at the site of work for inspection and acceptance at the time of completion of the work.

9157

e-5830 REV.

ARMCO DRAINAGE & METAL PRODUCTS, INC.

NORTH PACIFIC DIVISION

P. O. Box 751 · Federal Station
PORTLAND 7, OREGON

1320 S. W. [illegible]
PORTLAND, OREGON

CAPITOL 8-9433

July 27, 1961

Mr. R. E. Haacke, Division Engineer
Union Pacific Railroad Company
2525 N. Larabee
Portland, Oregon

Ref: Cascade Locks-
Tunnel Repair

Dear Mr. Haacke:

In accordance with our conversation on Monday, July 24, 1961, we are pleased to give you the following information pertinent to the proposed repair of the first tunnel we inspected.

Assuming a total fill height of 100' or less, with a superimposed E-72 and/or H-20 loading, we can recommend Armco Liner Plate in #7 gage (see Page 13 in attached data). We understand that you are requesting galvanized and asphalt coated plates to be furnished. The width control of 48" maximum O.D., along with our minimum curving radius for the top and bottom plates, places us at a 54" N.A. Dia., which when ellipsed approximately 10% will give a 48" width and approximately 60" height. Although this will result in a relatively small structure, the shape itself is similar to those shown on page #17 in the attached catalog (see sketch attached for dimensions).

The description of the plates is as follows: #7 gage Armco Liner Plate, galvanized and asphalt coated, having a section modulus of .[illegible] inches cubed per inch, with a flanged circumferential seam and lapped longitudinal seams. Plates to be factory formed to provide for a field-assembled structure having a 54 pi periphery with a maximum horizontal O.D. of 48". Each ring will consist of 4 plates (1 - 12 pi and 3 - 14 pi), having a net laying length of 18" (see page #12 for details). Plates to be provided for field-assembly in accordance with 4 pi minimum staggering of longitudinal seam and complete assembly from inside of structure. Necessary hardware to be provided with plates, including bolts per ASTM: A307 - [illegible] diam. x 1¼" length. Single-offset, double-offset and no-offset plates to be provided for assembly in accordance with manufacturers' instructions. [illegible] grout holes and plugs to be provided in plates necessary for [illegible] in alternate rings thru the Liner Plate structure.

Based on supplying 52.5 lin. ft., of above structure, the price per foot is $41.01 FOB delivered by truck to road at jobsite. Because of the asphalt coated requirement, it is necessary for us to bring the galvanized plates into our Hillsboro plant, coat there, and then haul by truck to jobsite.

DIVN. ENGR.
JUL 28 [illegible]
ALBINA

Our Construction Service Department is preparing a proposal for the installation of the above, including backfilling the voids between the plate structure and the existing tunnel. The proposal is being mailed under separate cover, and provides for the breakdown you requested, along with a lump sum total for the lined segment complete.

Shipment of the above material can be made in approximately three to four weeks after receipt of your order. Allow for shipping time to Portland and add approximately one more week for asphalt coating and haul to jobsite. In view of this expected delivery schedule, it would be well to place the order as soon as possible.

We trust this, along with the attached data and proposal, gives you the information you have requested. It appears that this will be a very satisfactory solution to the problem we observed and we will be pleased to make the installation for you as soon as you can give us the go-ahead and we can get the material to the job.

Please give me a call if there is any question regarding the above or the attached.

Cordially yours

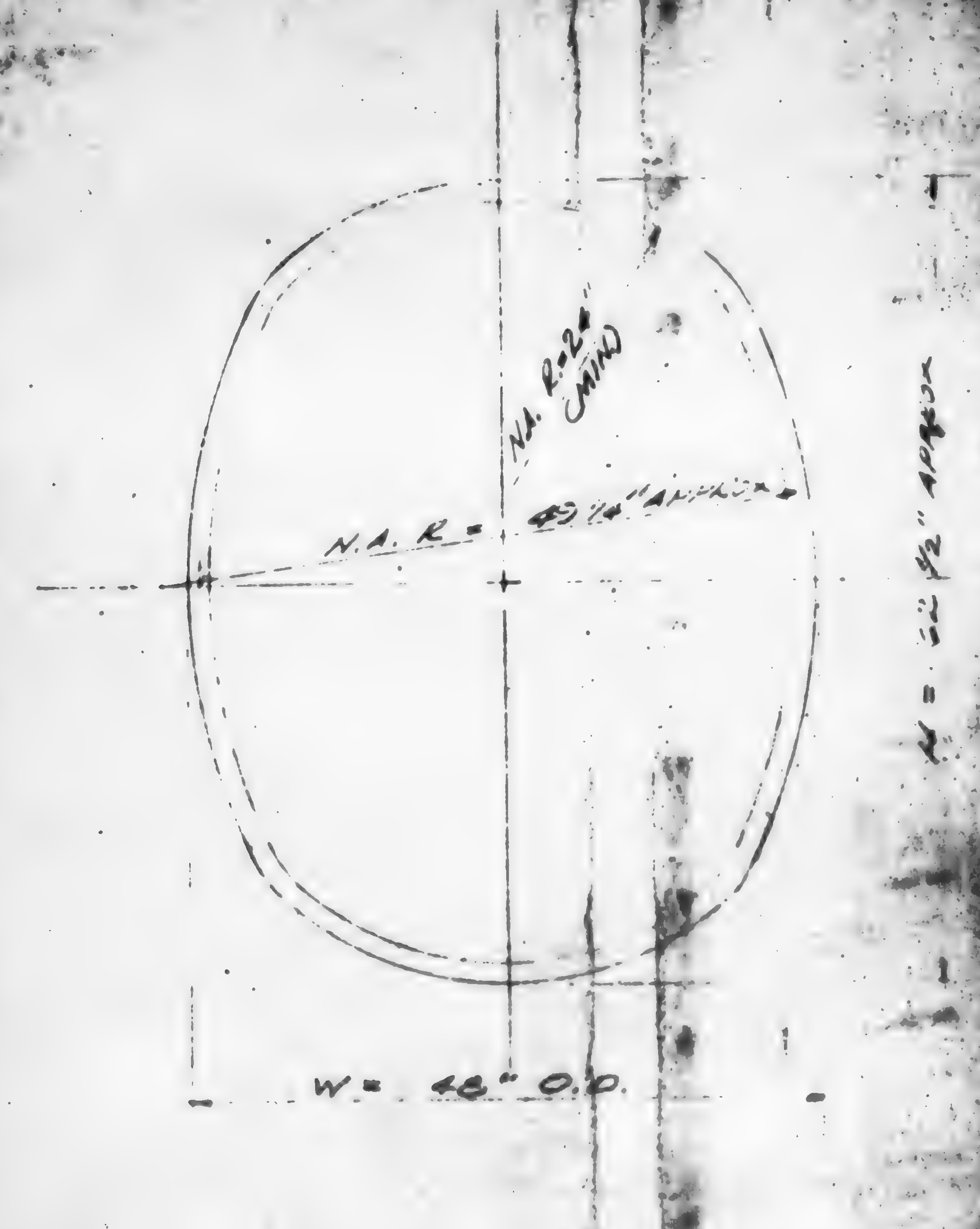
ARMCO DRAINAGE & METAL PRODUCTS, INC.

J M Thomas

Portland District Sales

JMThomas/hc

cc: Extra copy attached



N.A. R=24" (MIN)
N.A.R = 49 1/4" APPROX
W = 48" O.D.
H = 52 1/2" APPROX

Repairs to Ruckles Slide Tunnel
Cascade Locks

Tom Edwards
Construction Engineer
Department

Att. Fred Klaboe

Herewith breakdown of costs for repairs to the subject tunnel.
The bid quotation submitted by Armco is reasonable

Cascade Locks Tunnel Repair

Materials:	
525 lineal feet tunnel liner	
@ $4.52 per lineal foot	$2373.00
Lumber and Timber,	
all required	450.00
Backfill material,	
60 cu yd @ $5.00	300.00
	$3122.00
Equipment Rentals:	
One ton Pickup Truck,	
80 hours @ $0.70	56.00
105 Air Compressor	
80 hours @ $1.67	133.60
3000 Watt Light Plant,	
80 hours @ $0.30	24.00
3" Pump, 1/2 time	
80 hours @ $0.21	16.80
Jacks, special air hose	
nozzles, special couplings,	
all required	50.00
Air Saw,	
40 hours @ $1.00	40.00

Gas Oil Grease;	
Pickup truck, ½ time	
80 hours @ $0.675	50.00
Air Compressor	
80 hours @ $0.90	72.00
3000 Watt electric light Plant,	
80 hours @ $0.60	48.00
3" Pump, ½ time,	
80 hours @ $0.45	36.00
	$206.00
Labor;	
Laborers 4 each @	
80 hours	1040.00
Health and Welfare;	
320 hours @ $0.10	32.00
Pension,	
320 hours @ $0.10	32.00
Payroll Tax 9.8%	108.19
	$1212.19
Sub tota	$4,861.[illegible]
+15% Supervision & Overhead	72[illegible]
	$5[illegible]

Subtotal $[illegible]

15% Profit on total project
less cost of tunnel liner:
15% of $321,783 = 48,267

Total $[illegible]

Cleanout of Tunnel

Labor.		
Laborers: 4 each, 4 days:		
178 hours @ 3.75	$382.00	
Health & Welfare		
178 hours @ $0.10	17.80	
Pension		
96 hours @ [illegible]	12.80	
Labor Insurance 9.8%	39.94	
		447.54
Equipment Rental,		
One ton pickup 32		
hours @ ½ time 32 x $0.35	$11.20	
3000 watt Light Plant 32		
hours @ $0.50	16.00	
105 Air Compressor, 32 hours @		
½ time: 32 x 0.84	26.88	
Gas, Oil, Grease.		$54.08
Pickup, ½ time		
40 hours @ $0.625	$25.00	
3000 Watt light Plant.		
40 hours @ $0.60	24.00	
105 Air Compressor, 32 hours		
@ ½ time, 32 hours @ 0.45	14.40	
		63.40
Subtotal		$565.0[illegible]

Subtotal	$565.02
+15% [illegible]	84.75
	$649.77
+15% Profit	97.47
Total	$747.24

Breakdown of $7.00 perhour rate
for labor replacing timbers etc.

Labor:
Labor $3.25
Health &
Welfare 0.10
Pension 0.10
$3.45

Labor Ins.
9.8% 0.34
$3.79

+15%
Overhead &
Supervision 0.57
$4.36

+15%
Profit 0.65
$5.01

Labor Cost per hour	$5.01	$5.01
Equipment Rentals		
See equipment on		
project;		
One ton Pickup,		
one half rate	$0.35	
105 Compressor one half rate	0.84	
Light Plant		
3000 Watt	0.30	
	$1.49	
+15% Overhead &		
Supervision	0.22	
	$1.71	
+15% Profit	0.26	
	$1.97	$1.97
Total		6.98

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5829

Salem, Oregon
August 10, 1961

Mr. Tom Edwards

Herewith original of a letter from the Union Pacific Railroad Company concerning the repair of drainage tunnels on the Multnomah County Line-Cascade Locks Section.

I believe you are handling this matter with the Railroad Company.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

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COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 7, 1961

W C WILLIAMS

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Multnomah County Line-East Cascade
Locks Section
Contract No. 5829

Dear Sir:

Reference is made to previous discussion and your letter concerning the early submission to you of reports, maps and photographs bearing on damage to Union Pacific Railroad facilities at the Ruckles Slide. Enclosed find two copies of all information gathered to date.

You will note that a preliminary estimate of cost to make repairs in the total amount of $12,820.00 is included. Please be advised that this preliminary report has not been approved as yet by Union Pacific engineers. We anticipate that their approval will be received shortly and will, at that time, desire to begin this emergency correction work as quickly as possible.

Very truly yours,

W. C. Williams
State Highway Engineer

By

F B Klaboe
for
Tom Edwards
Construction Engineer

WCW

Enclosures

FBK:fp

cc Forrest Cooper ✓
A. E. Johnson

FORM E-90X 80M 7-60 29396

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 7, 1961

SUBJECT: Highway Fill & UPRR Movement
Near Sta. 1886
Just West of Cascade Locks

To: G. L. Decker
Staff Assistant
SHOPS

The subject movement is located at the east end and within an old landslide area known as Ruckel Slide. This slide area was the subject of extensive explorations and geologic study by the Corps of Engineers at the time of construction of Bonneville Dam because movement here had long plagued the UPRR, and it was felt that raising the water level here by the Bonneville storage pool might cause additional sliding. The evaluation of the stability of this area for the current highway construction was based largely on the geologic and soils information developed by this Corps of Engineers study and report.

In the Corps of Engineers report the Ruckel Landslide area is described as extending from the west limit of Cascade Locks to the west of Ruckel Creek, a distance of two miles or more, and it extends from the Columbia River bank to the bluffs, about a half mile back from the river. However, the report says that in recent times movement has been confined to a narrow belt along the river about 1200 feet wide. The words "in recent times" refer to recent geologic time and prior to the construction of Bonneville Dam. At the time of construction of the dam, the Corps of Engineers riprapped the river bank slopes of the slide and constructed six drainage tunnels back under the slide to replace several existing drainage tunnels which were inundated by the Bonneville Dam pool. The surface evidence indicates that movement of the slide has been very slight at most since completion of the dam and until the beginning of the current construction of highway improvements.

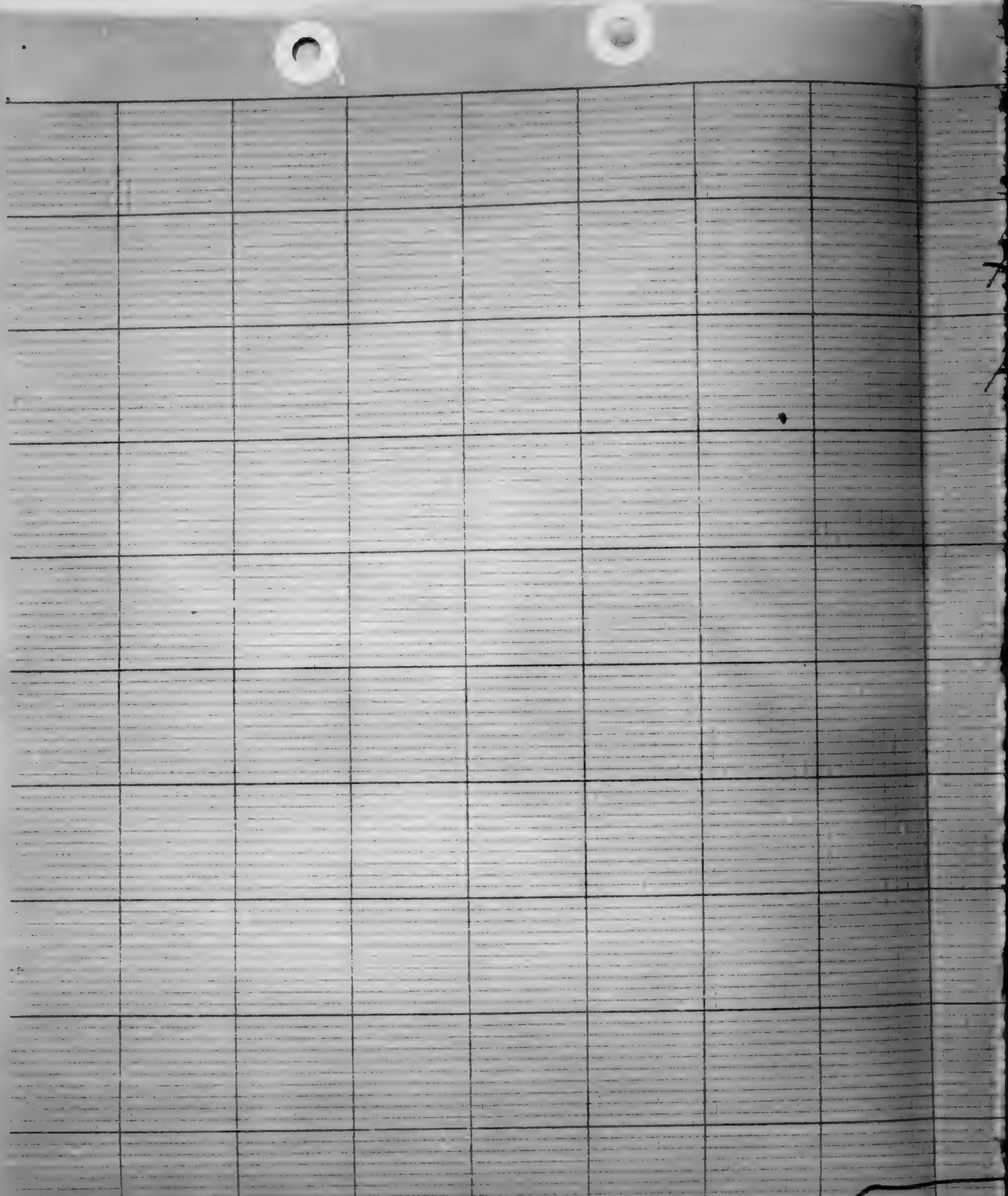
The C of E Report describes the lower layers of the slide material as "tuffaceous landslide deposits". All of the material under the highway and railroad is indicated to consist of this material. It is described as impervious and containing clay fines which are of the bentonite type.

A shear stress analysis of the indicated surface of recent sliding near station 1886 shows that the shearing stress was approximately 900 pounds per square foot before the current highway construction and has been increased to about 1300 pounds per square foot by the added highway fill. This is a substantial increase in shear stress although these are both very low values for a surface which is located as much as 90 feet vertical below original ground surface. In other words, because there is sliding at such low shearing stress, the material is very weak.

In our verbal discussions up to now, I have been predicting that the movement of this slide would be small until the winter season rainstorms come, when some additional movement of unpredictable magnitude would occur. I believe I should revise this evaluation based on what the stress circles show. It is obvious by now from the field measurements that this is a slide and not simply a consolidation under loading, and it is occuring on a relatively deep seated surface which extends 100 feet or more beyond the toe of the new fill slopes. It cannot stop moving until the sliding forces are reduced or the sliding resistance is increased or a combination of these. The circle analysis shows that if it is left to stabilize itself, at least a few feet of movement are required before stability can be realized. A subsidence of two feet would probably reduce the shear stress by 3% or slightly more. I believe that the upper part of the slide must subside at least two feet before it stops with additional movement to occur due to rainstorms. At Station 1886, subsidence of 0.28 feet has been observed since July 18. Approximately 0.5 feet had been observed in the three weeks prior to July 18. There is no detectable change in the rate of subsidence since measured observations began, but the precision of the measurements and the addition of some fill during the observation period incorporate variables which prevent a positive conclusion in this regard.

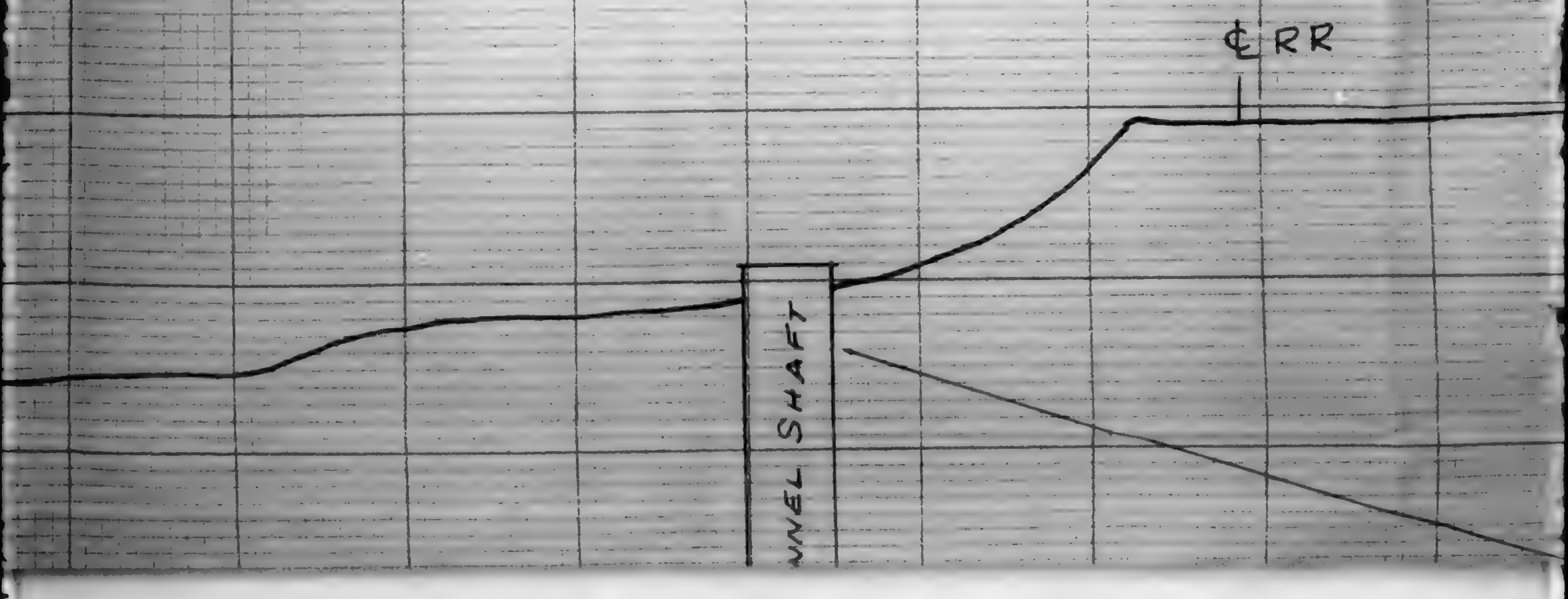
F. W. Yarbrough
Soils Engineer

FWY/sh


90

Pre-construction Shear Stress $= \frac{\Sigma T}{L} = \frac{(41^{\square''} - 16^{\square''}) \cdot 10}{370}$

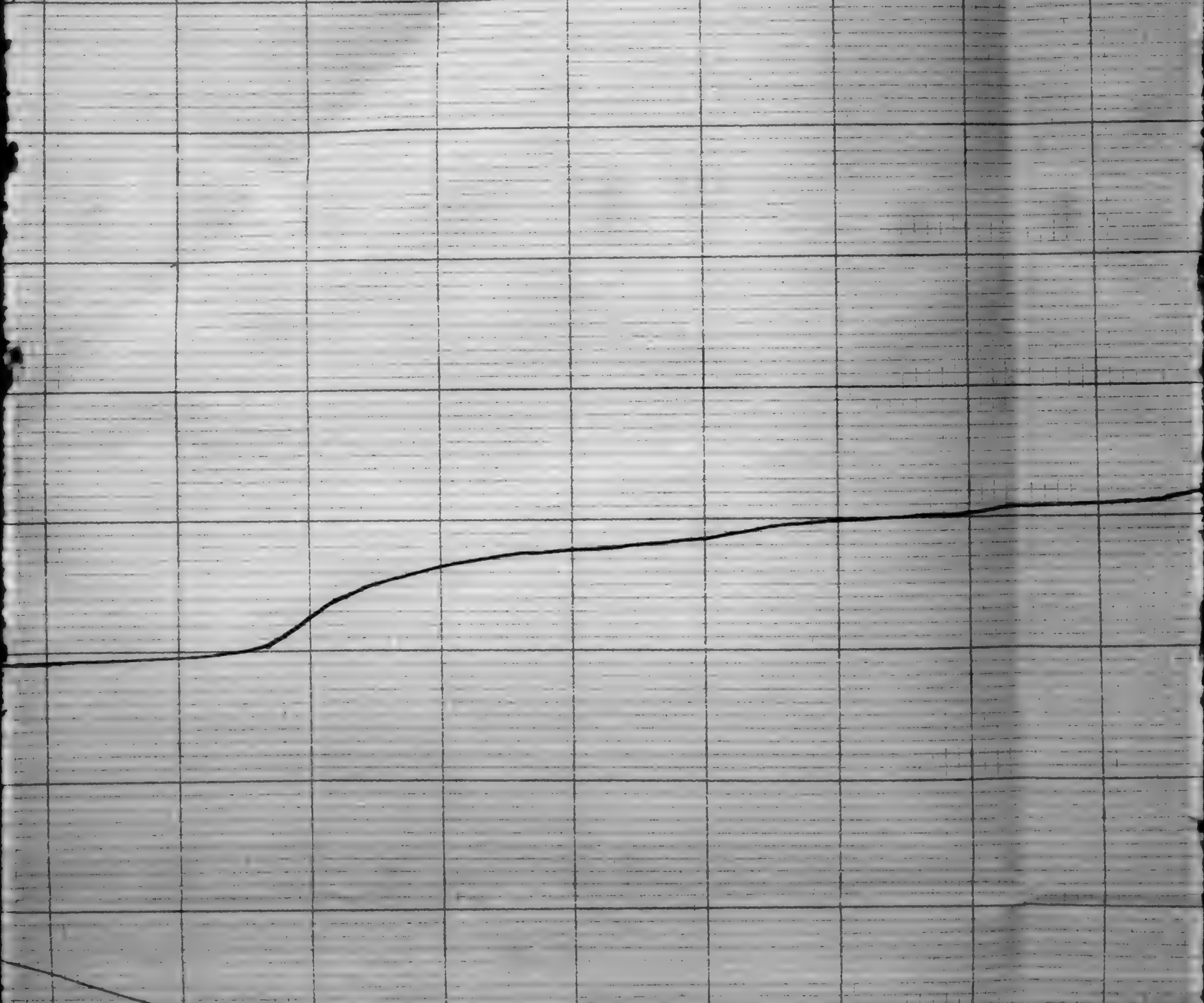
Post-construction Shear Stress $= \frac{(54 - 16) \times 10 \times}{370}$

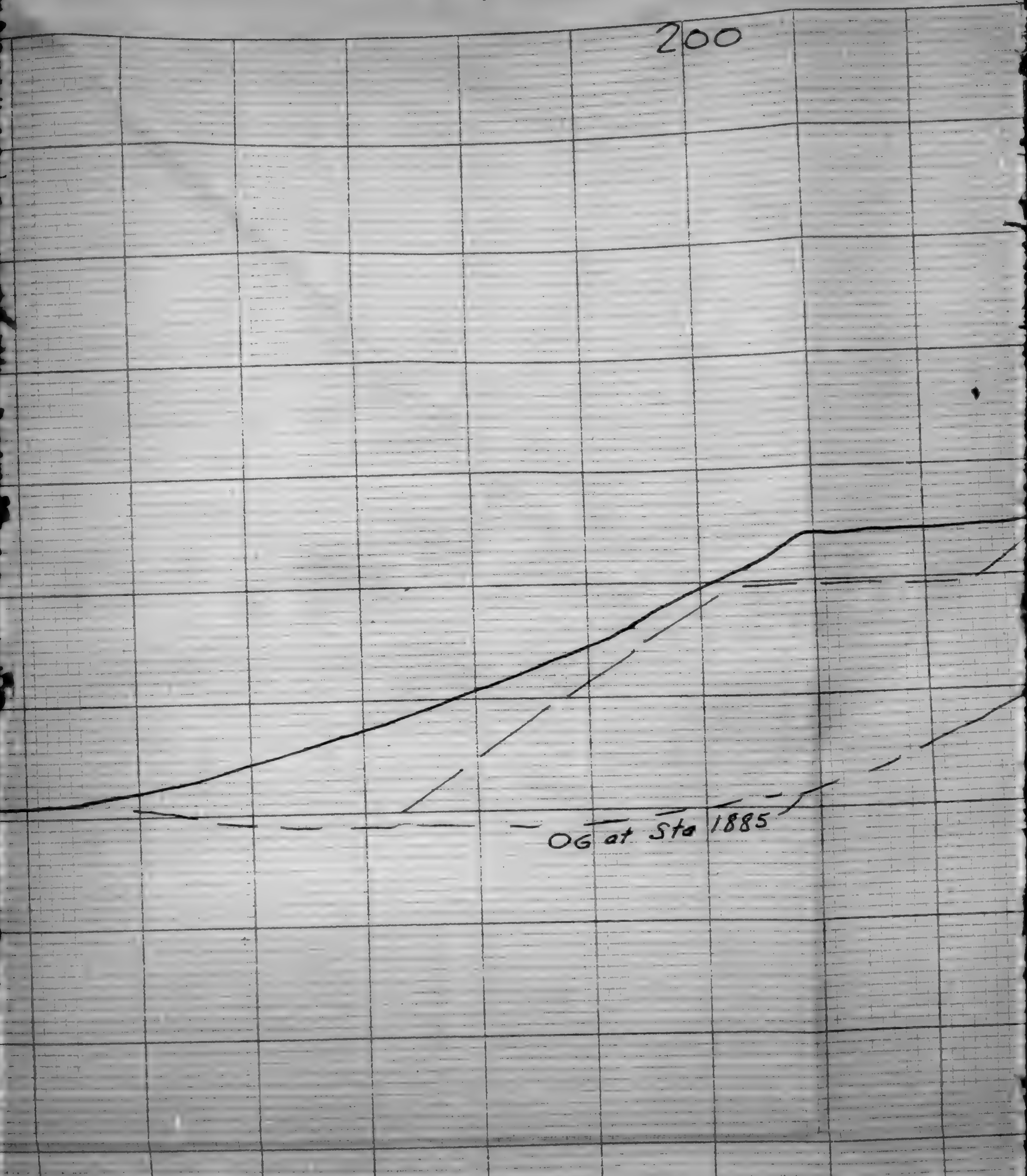


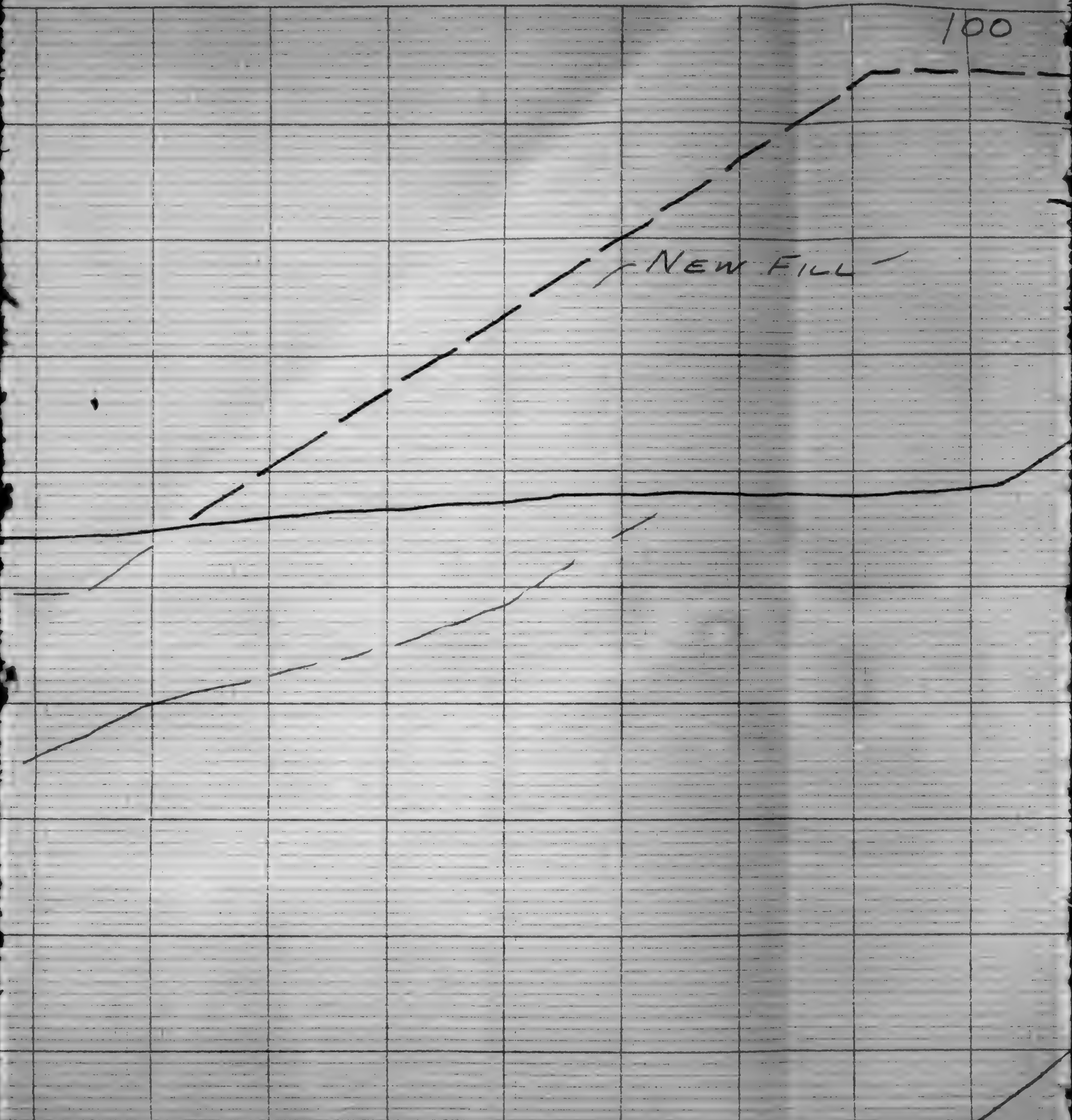
300

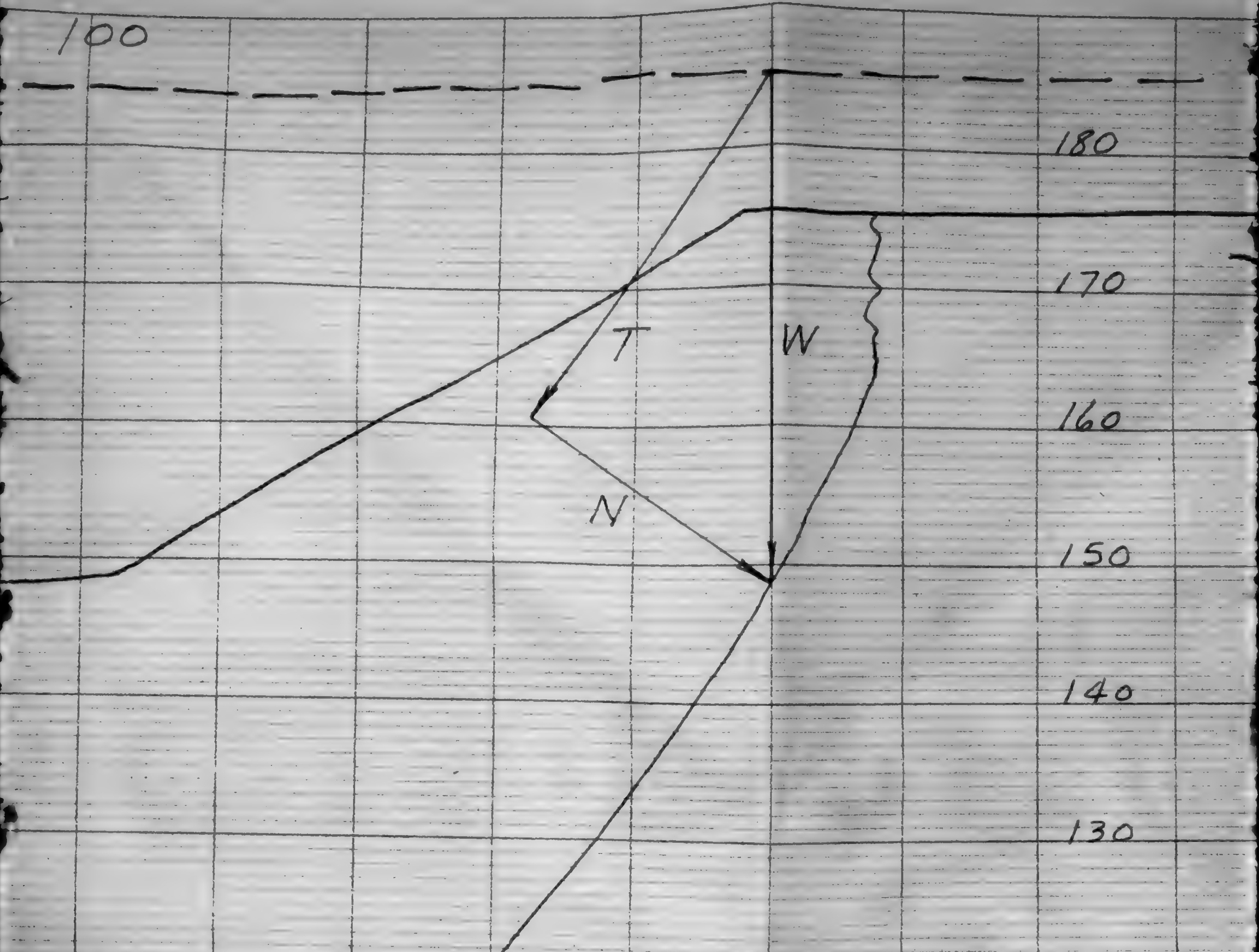
$$\frac{) \times 10\ ^{ft}/_{in} \times 10\ ^{ft}/_{in} \times 130\ ^{\#}/_{ft^3}}{370\ ft} = 900\ ^{\#}/_{ft^2}$$

$$\frac{\times 10 \times 10 \times 125}{70} = 1300\ ^{\#}/_{ft^2}$$

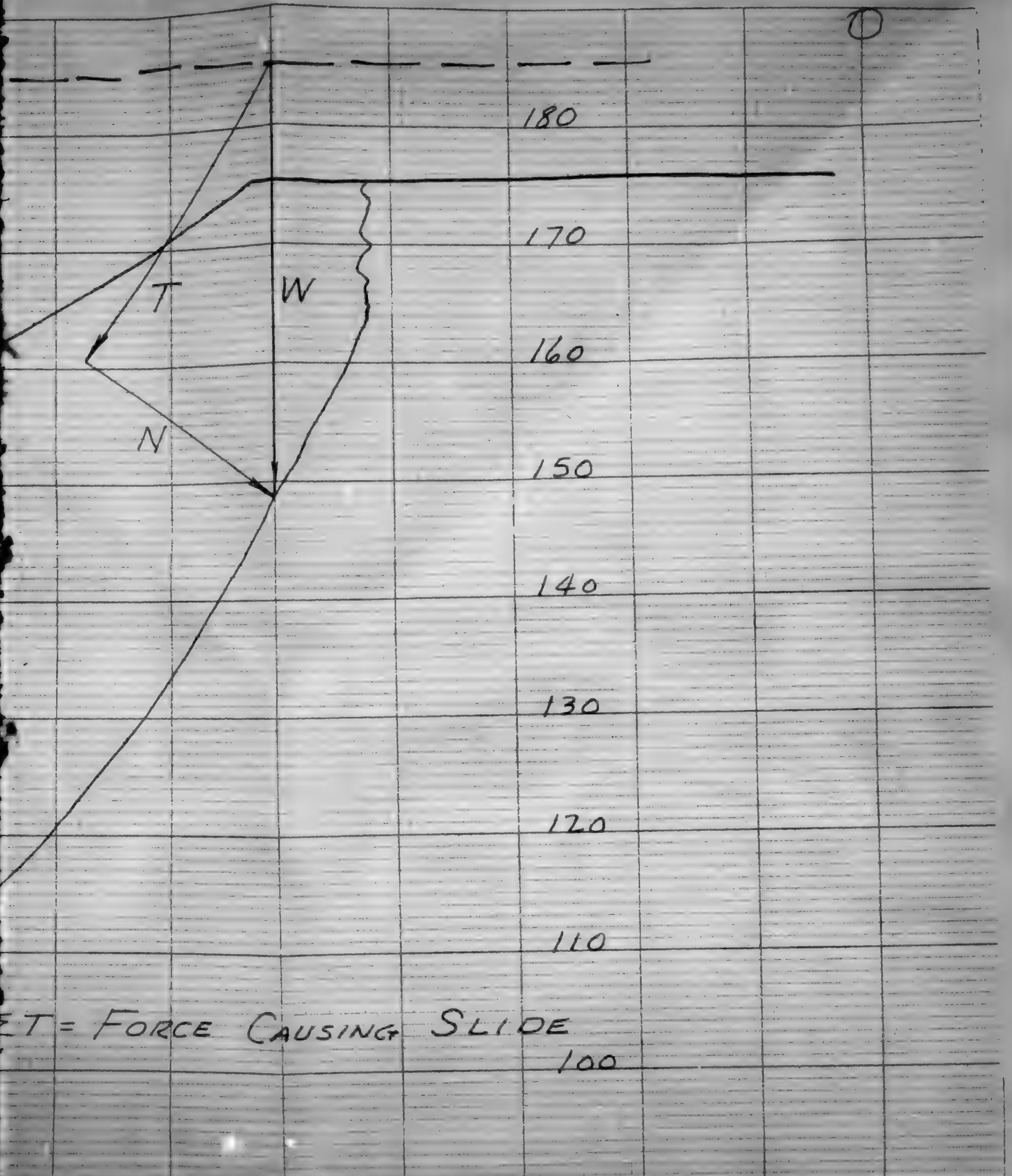



200
OG at Sta 1885

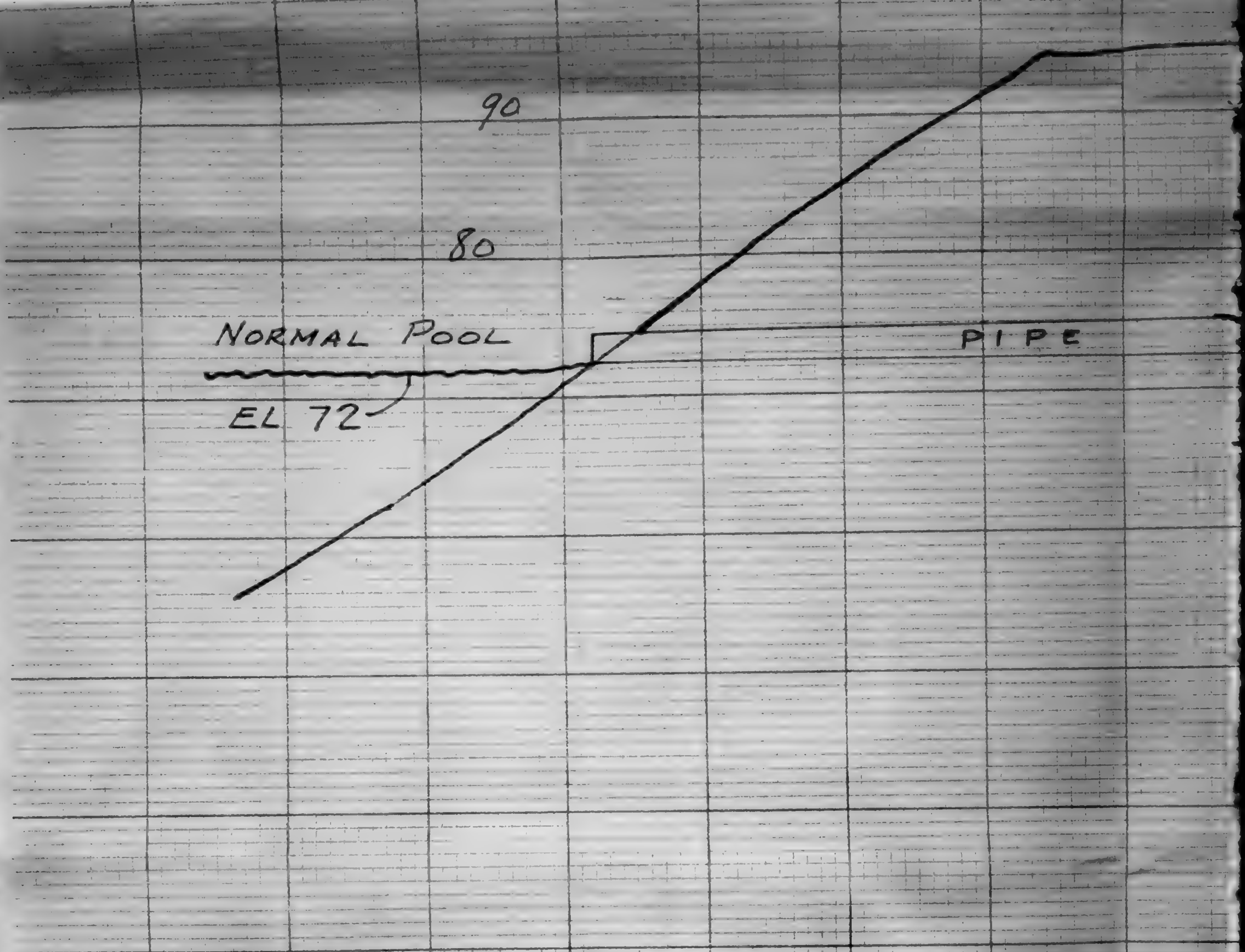

100
NEW FILL

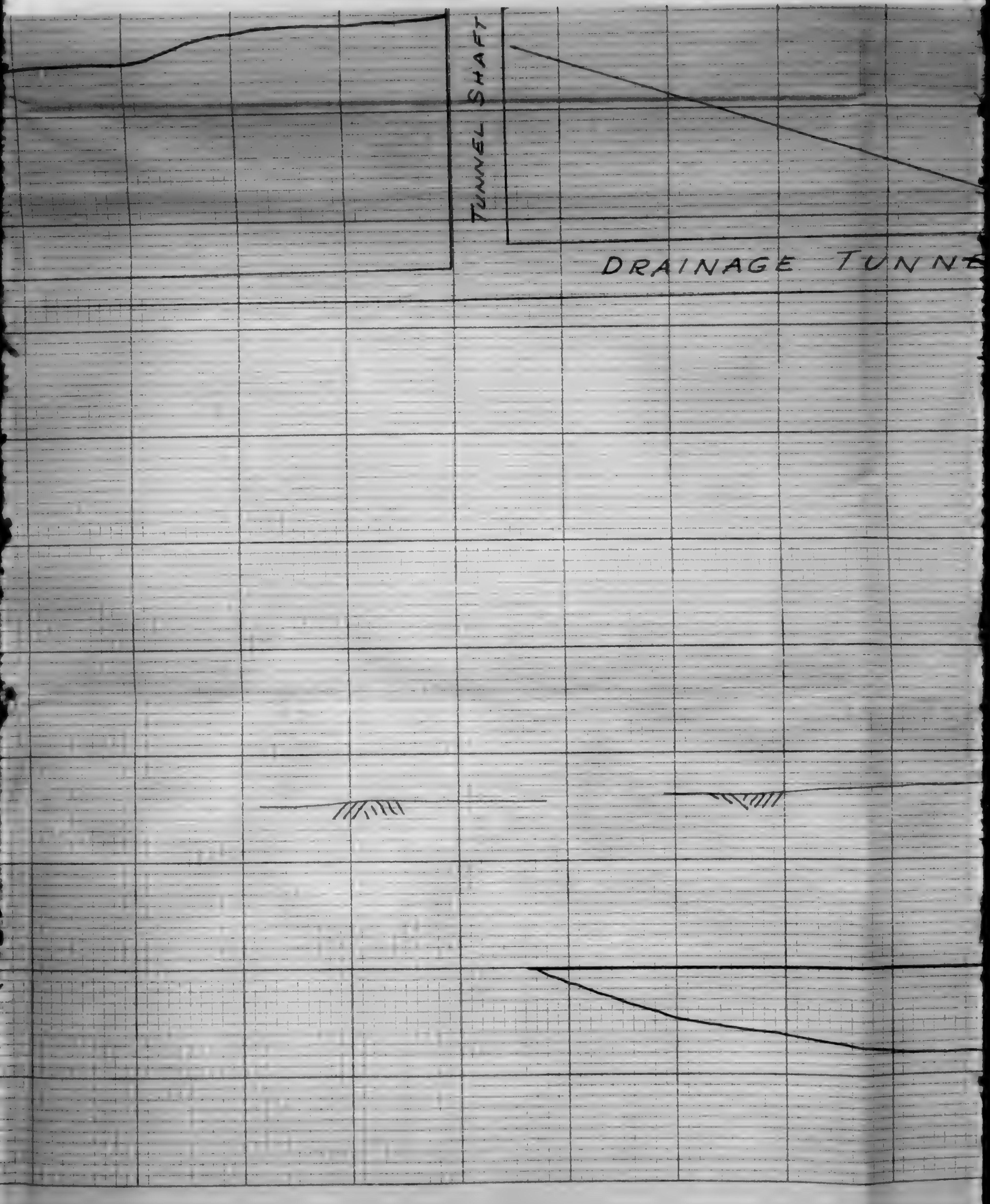

T
W
N
ΣT = FORCE CAUSING SLIDE

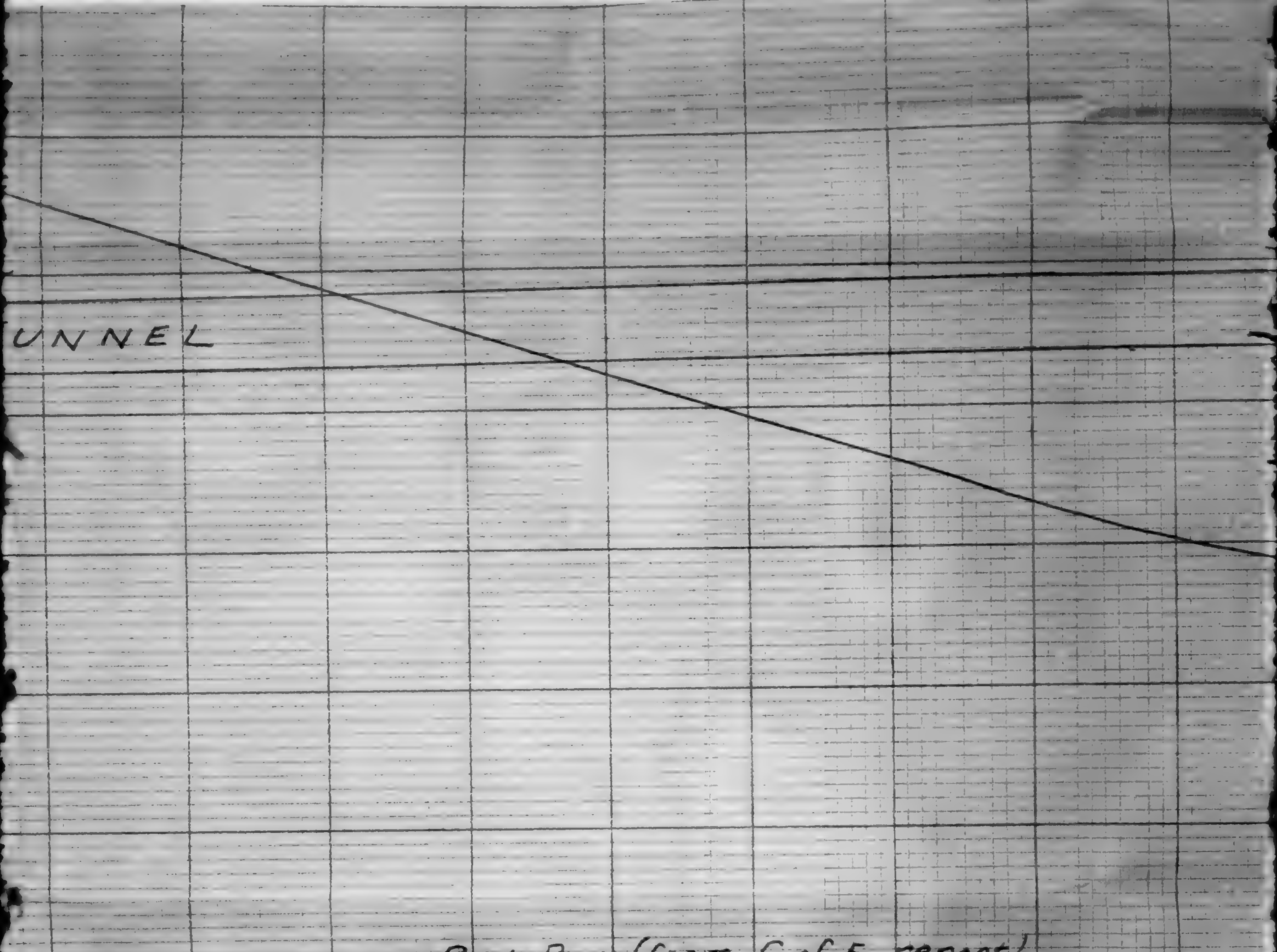
①

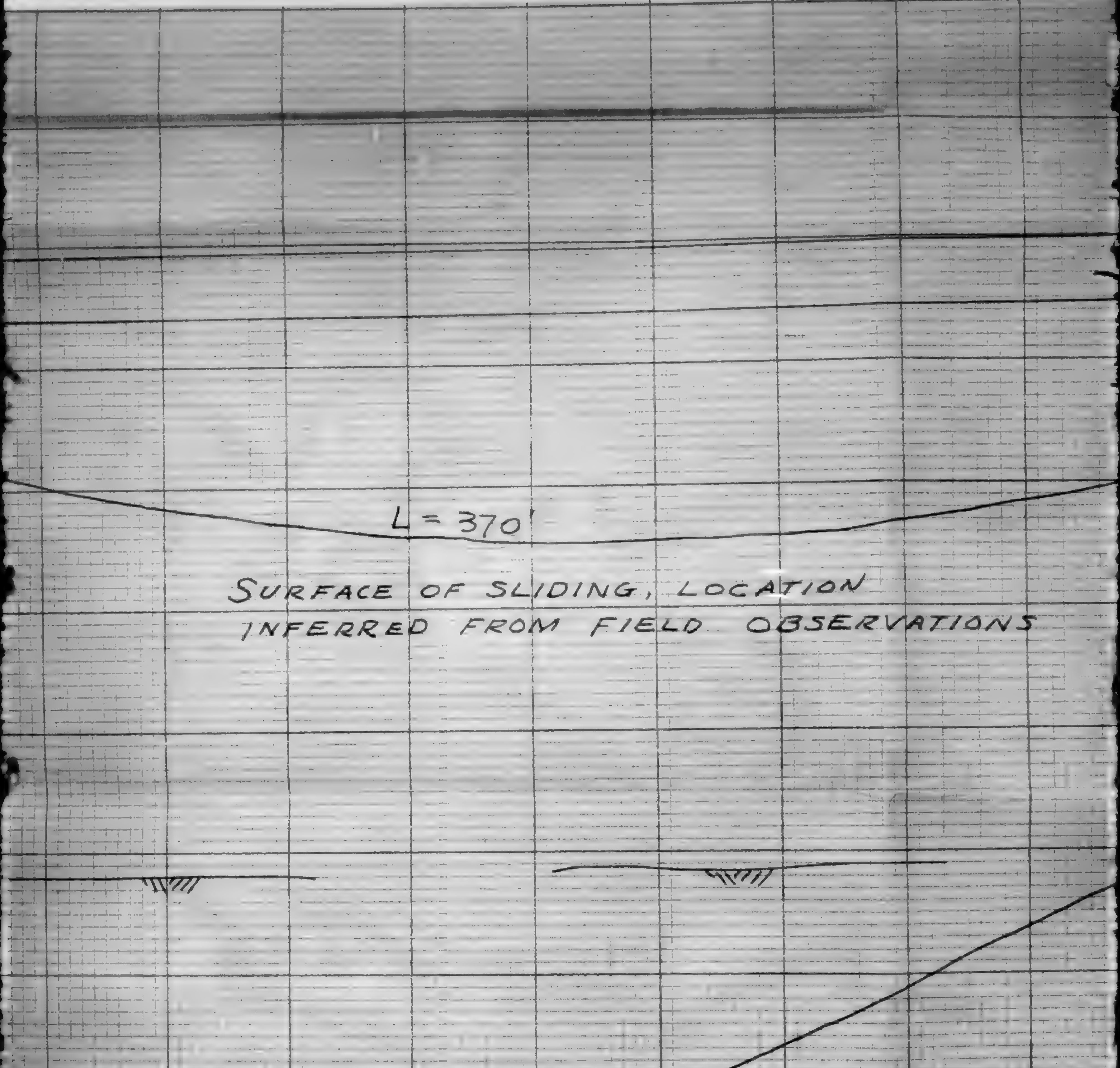

180
170
160
150
140
130
120
110
100
T
W
N

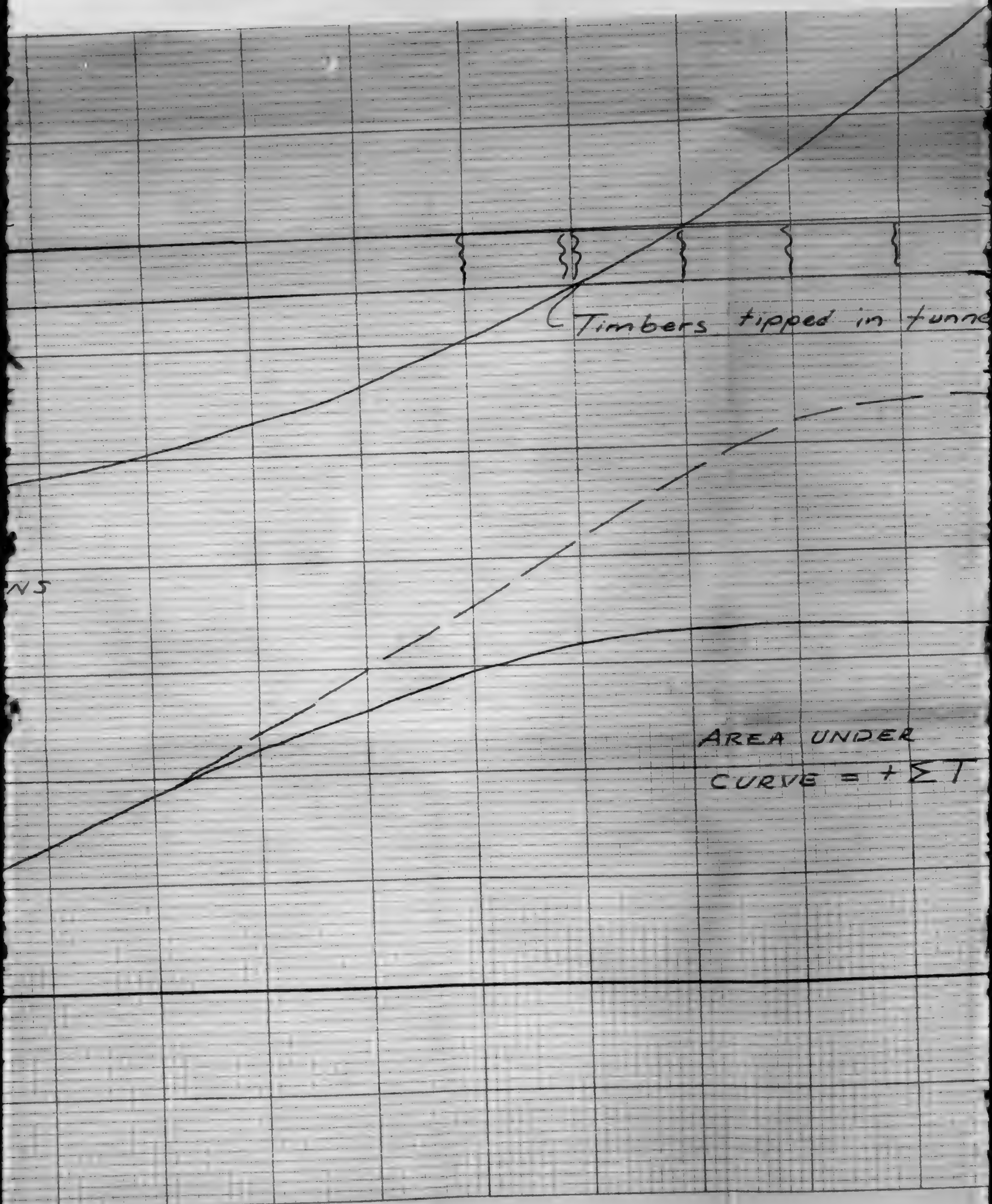
ET = FORCE CAUSING SLIDE

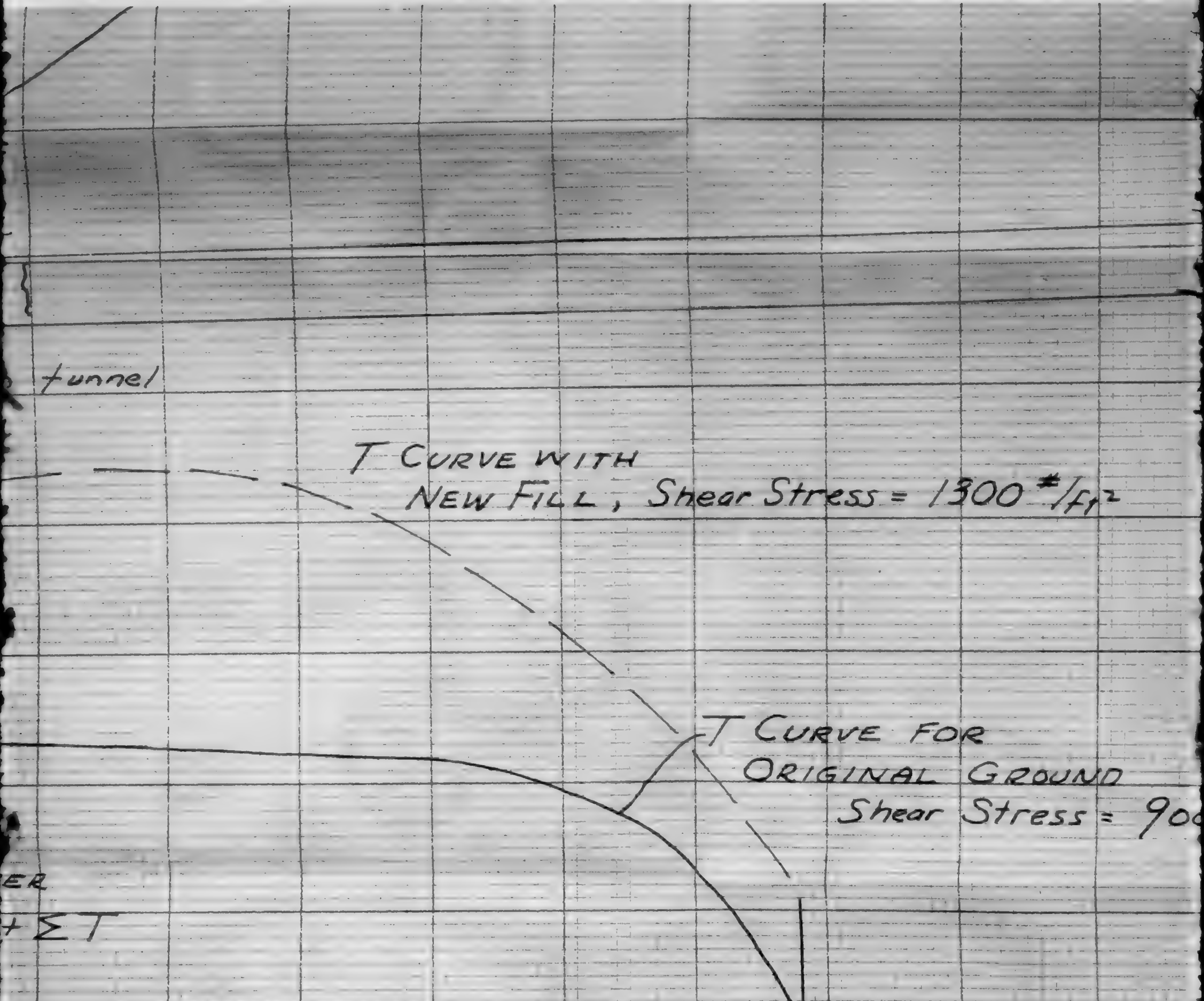

90
80
NORMAL POOL
EL 72
PIPE


TUNNEL SHAFT
DRAINAGE TUNNE

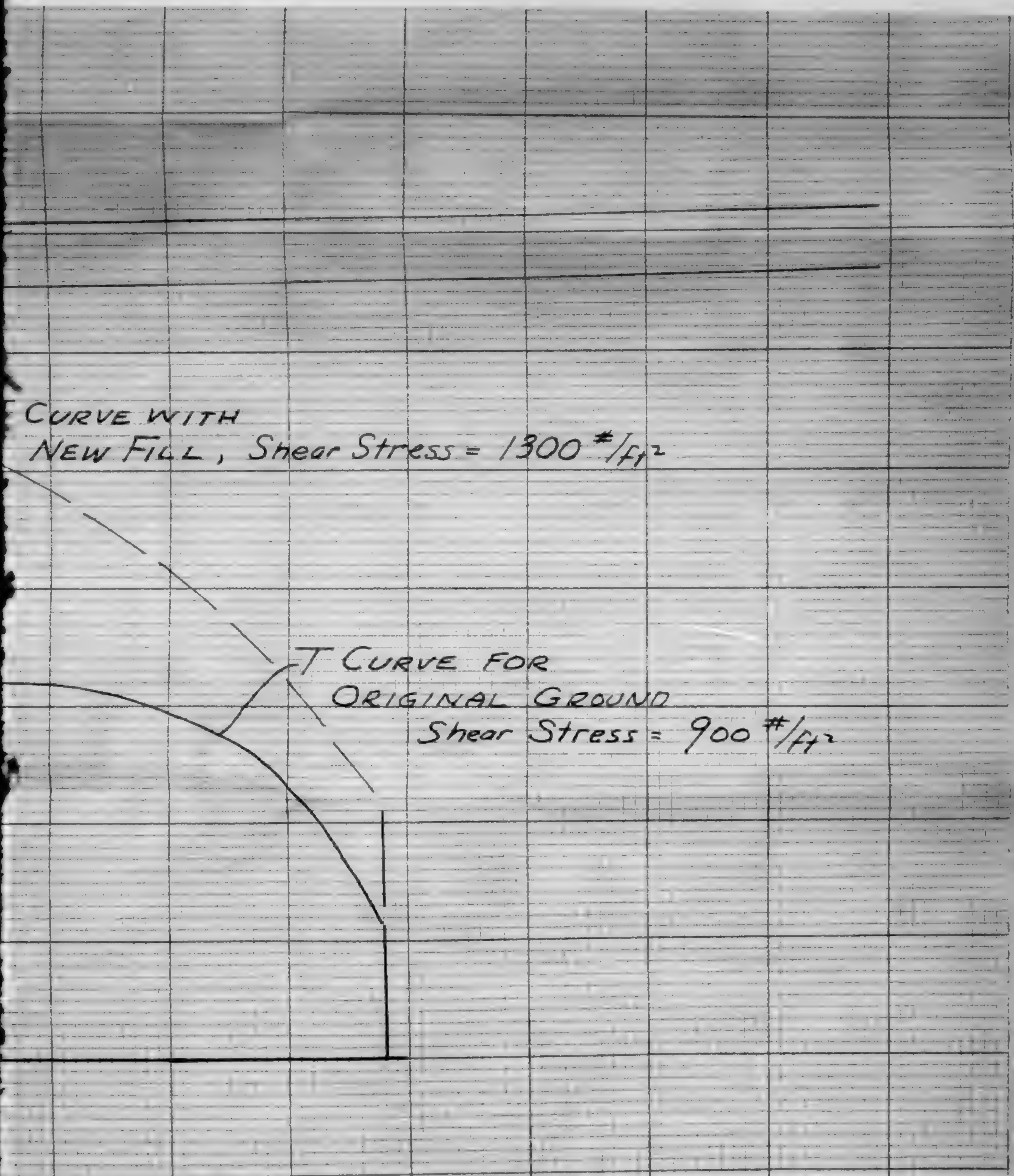

UNNEL
Bed Rock (from C of E report)
AREA = -ΣT


L = 370'
SURFACE OF SLIDING, LOCATION INFERRED FROM FIELD OBSERVATIONS
T


Timbers tipped in tunne
NS
AREA UNDER
CURVE = + ΣT



RUCKEL SLIDE
STA 1886
1" = 10 FT. AUG 4 61 F Yarb
SOILS E


CURVE WITH
NEW FILL, Shear Stress = 1300 #/Ft²
T CURVE FOR
ORIGINAL GROUND
Shear Stress = 900 #/Ft²

RUCKEL SLIDE

STA 1886

1" = 10 FT. AUG 4 61

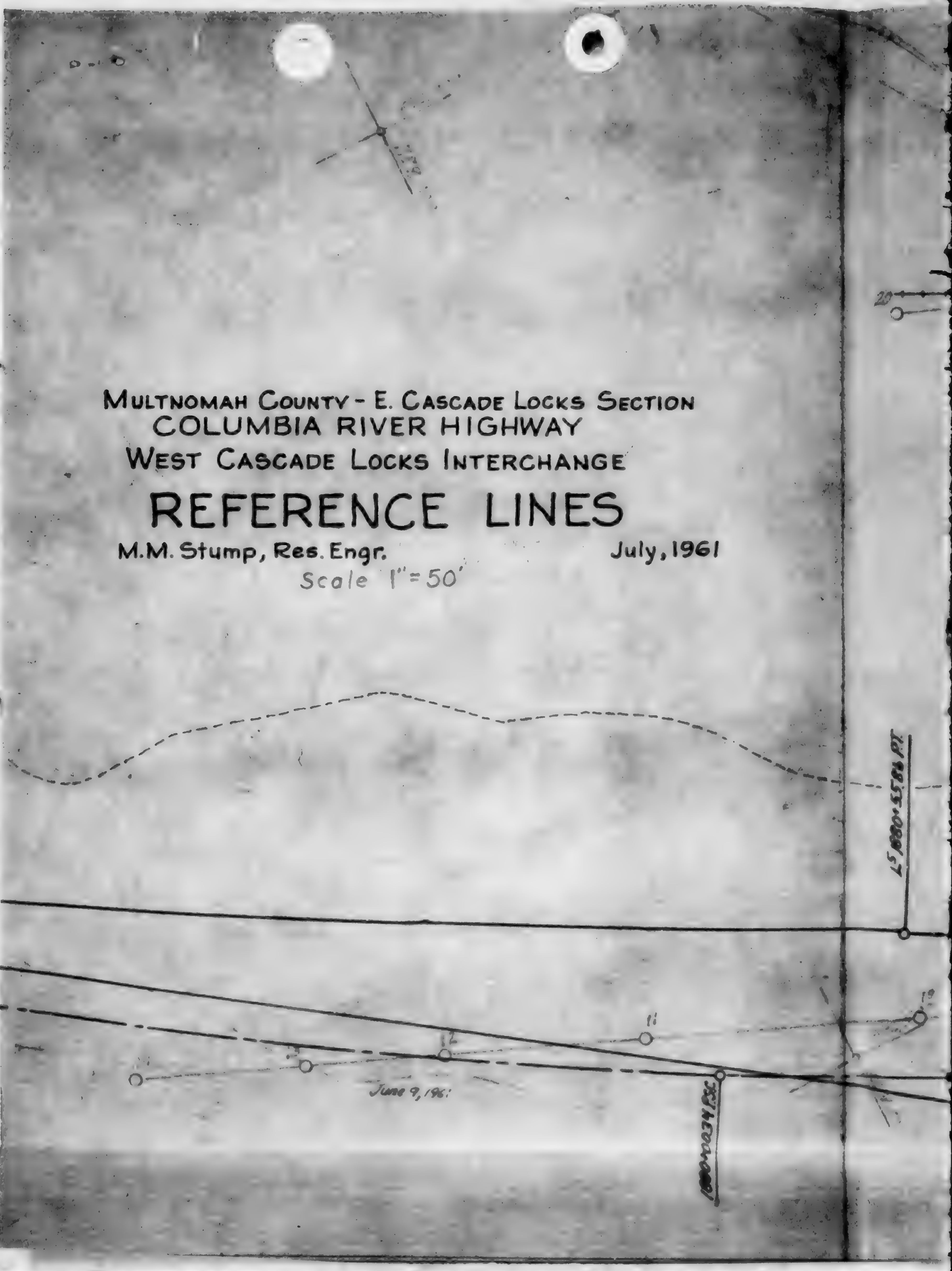
F Yarbrough
SOILS ENGINEER

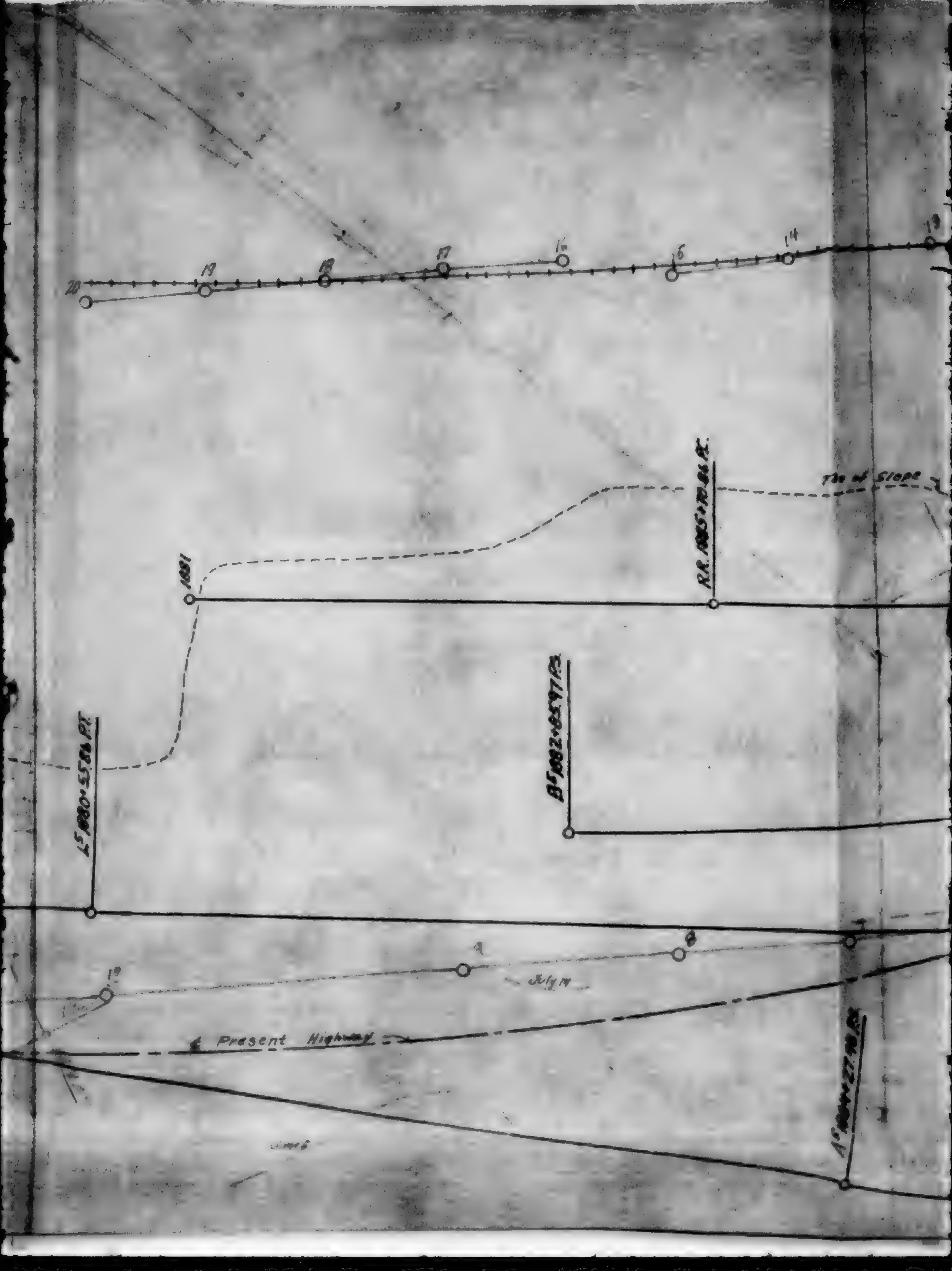
MULTNOMAH COUNTY - E. CASCADE LOCKS SECTION
COLUMBIA RIVER HIGHWAY
WEST CASCADE LOCKS INTERCHANGE

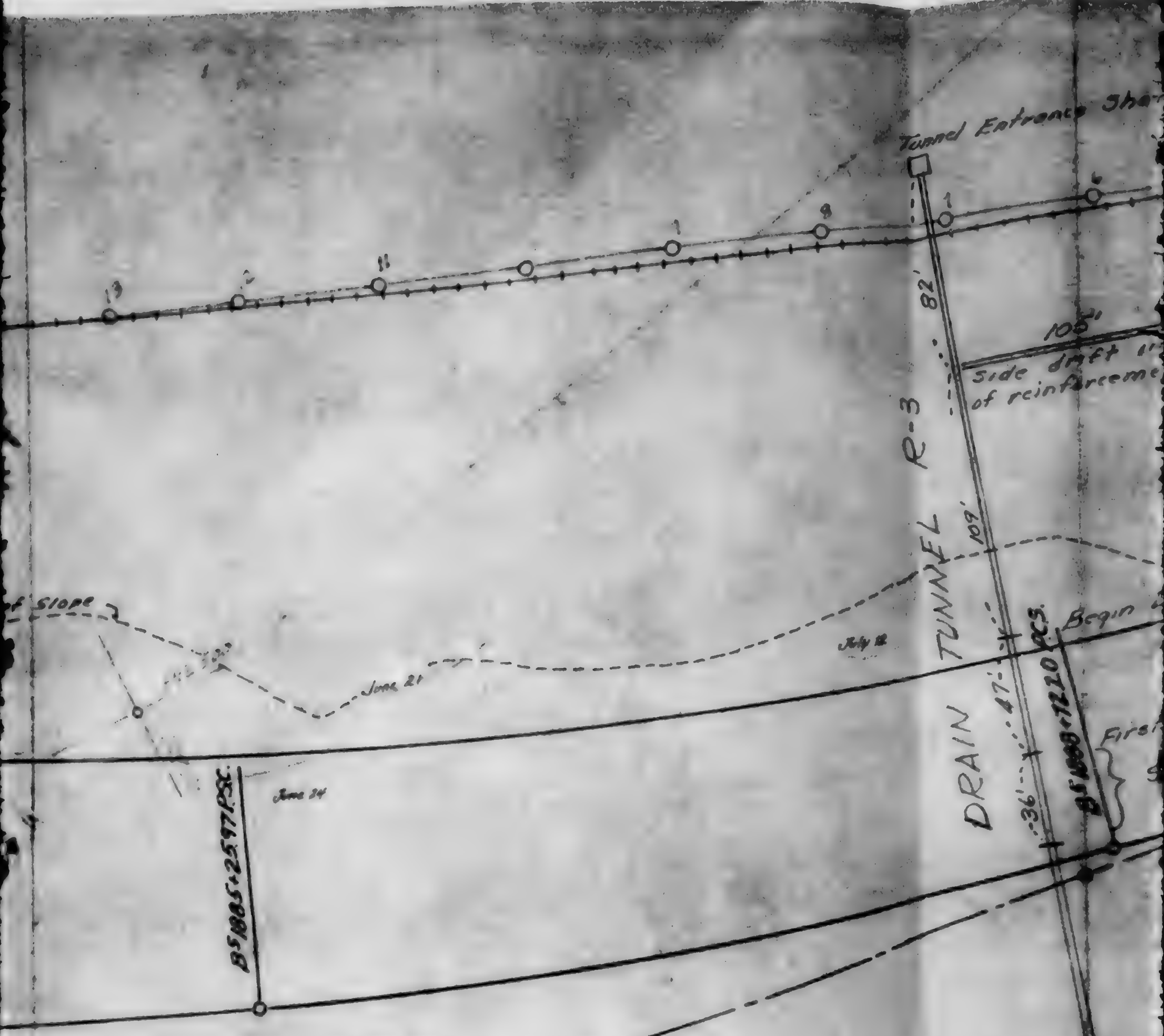
REFERENCE LINES

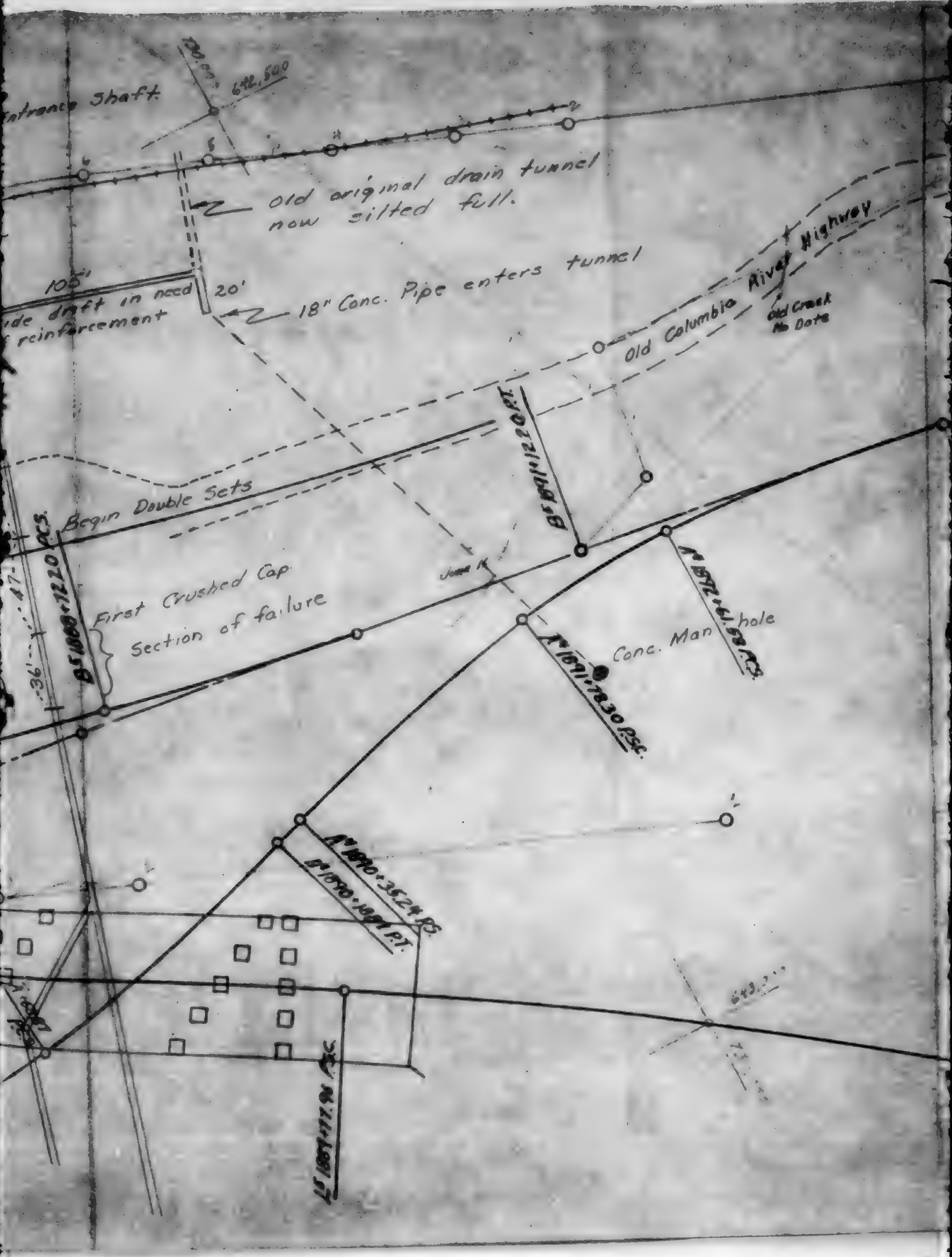
M.M. Stump, Res. Engr. July, 1961

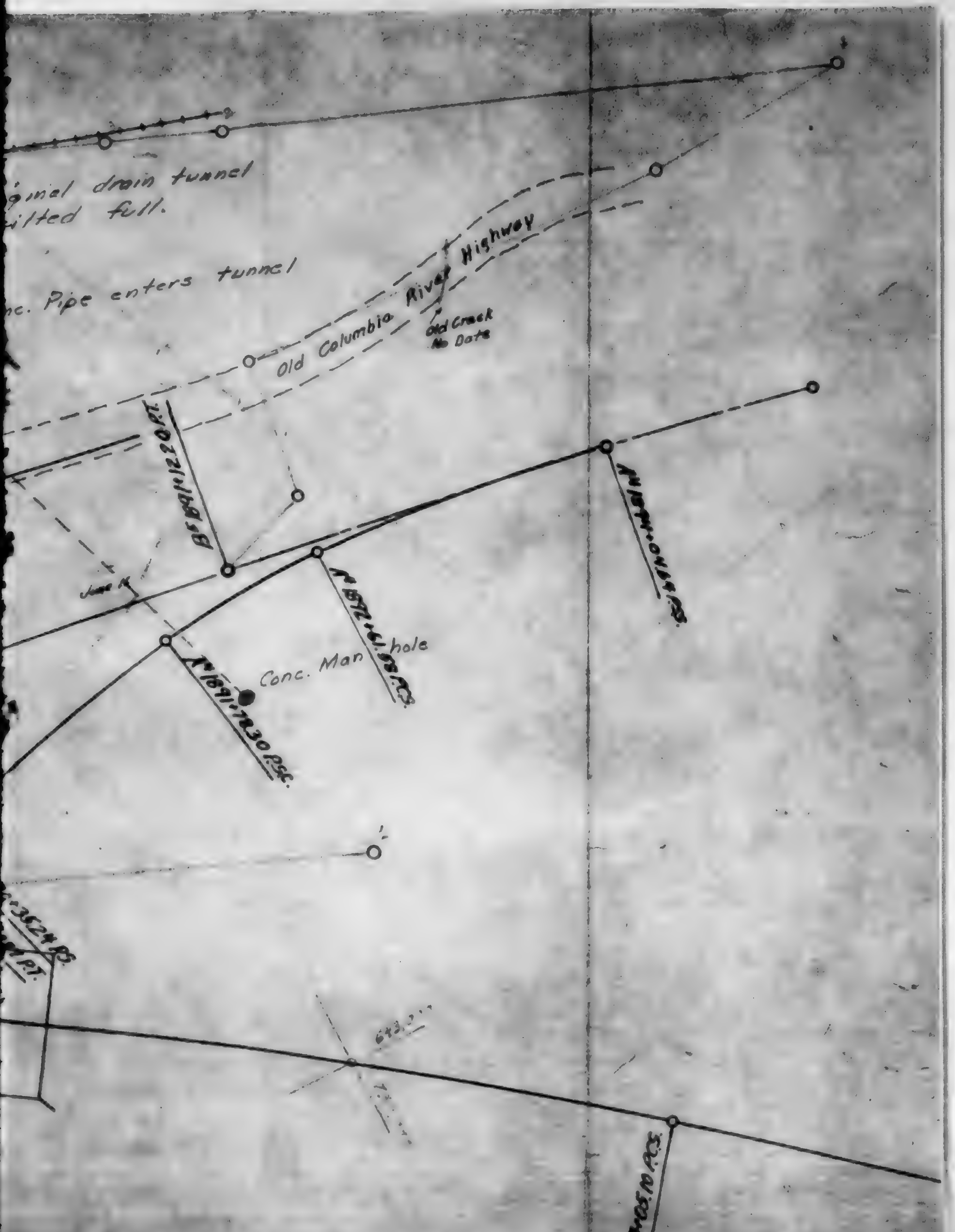
Scale 1" = 50'


20
L5 1880+55.86 PT
11
12
13
June 9, 1961
1880+03.74 P.S.C.

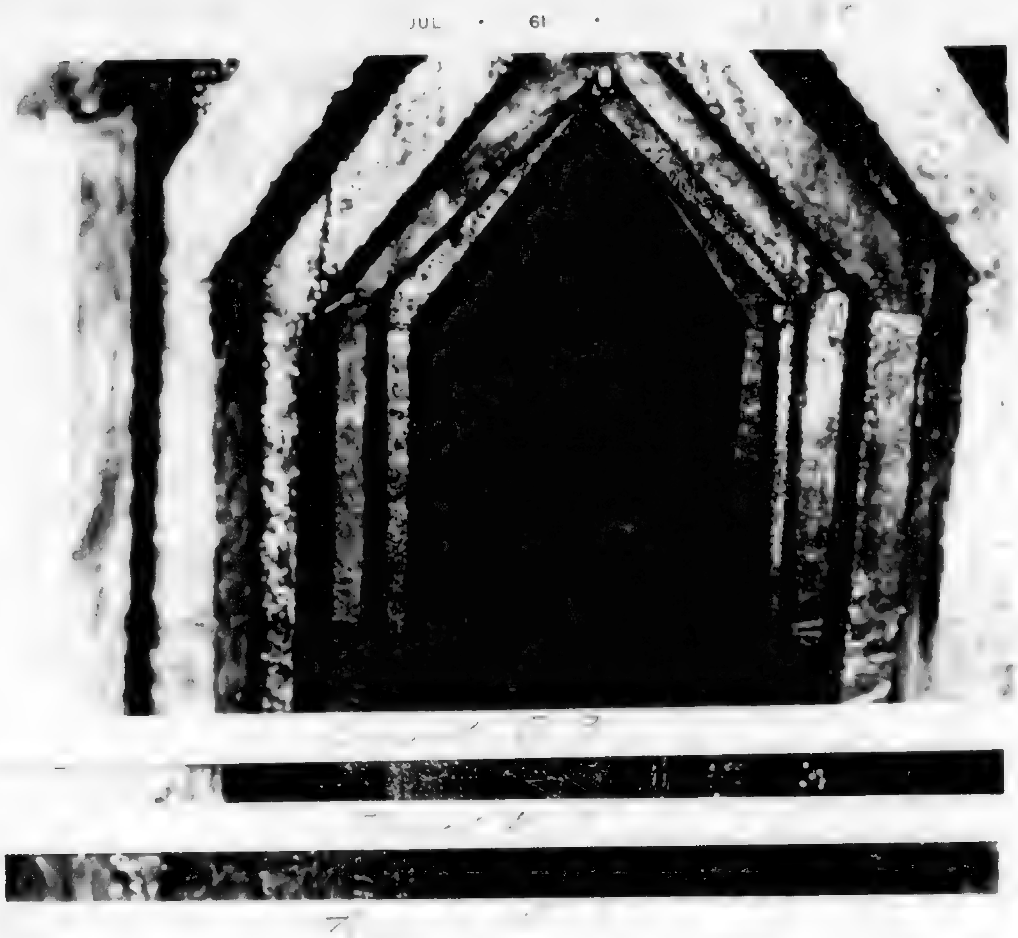

20
19
18
17
16
15
14
13
R.R. 1885+70.86 Ft.
Toe of Slope
1881
B.S. 1882+65.97 Ft.
L.S. 1880+55.86 Ft.
10
9
8
7
July 14
Present Highway
A.S. 1884+27.98 Ft.
June 6


Tunnel Entrance Shaf
13
11
8
1
82'
105'
Side drift i
of reinforceme
DRAIN TUNNEL R-3
109'
47'
36'
P.C.S.
B.S 1880+72.20
Begin
First
of Slope
July 12
June 21
June 24
B.S 1885+25.97 P.S.C.
6" Drop July 7
June 15
June 20
Conc. Shaft
visible in Photo # 16
A.S 1885+77.48 P.S.C. Bk.
1885+84.13 P.O.C. Ah.
A.S 1885+77.96 P.S.


Entrance Shaft.
642,500
Old original drain tunnel
now silted full.
105'
20'
ide draft in need
reinforcement
18" Conc. Pipe enters tunnel
Old Columbia River Highway
Old Crack
No Date
Bᵗ 1691+12.20 P.T.
Begin Double Sets
Bᵗ 1688+72.20 P.C.S.
47'
36'
First Crushed Cap
Section of failure
Just K
Aᵗ 1692+61.69 P.C.S.
Conc. Man hole
Aᵗ 1691+78.30 P.S.C.
Aᵗ 1690+35.24 P.S.
Bᵗ 1690+18.81 P.T.
Lᵗ 1689+77.90 P.S.C.
P.S.C.
643,



ginal drain tunnel
ilted full.
nc. Pipe enters tunnel
Old Columbia River Highway
Old Crack
No Date
B 1871+12.20 P.T.
A 1877+04.44 P.S.
A 1872+61.98 P.C.
A 1891+78.30 P.S.C.
Conc. Man hole
+35.24 P.S.
P.T.
643.9
1893+05.10 P.C.



TUNNEL R-3

1. 230' from entrance shaft. Badly leaning sets are in background.
2. 230' from entrance shaft. Broken brace timbers in center of photo.
3. 230' from entrance shaft. Leaning sets and cave-in debris in background.

· 61 ·

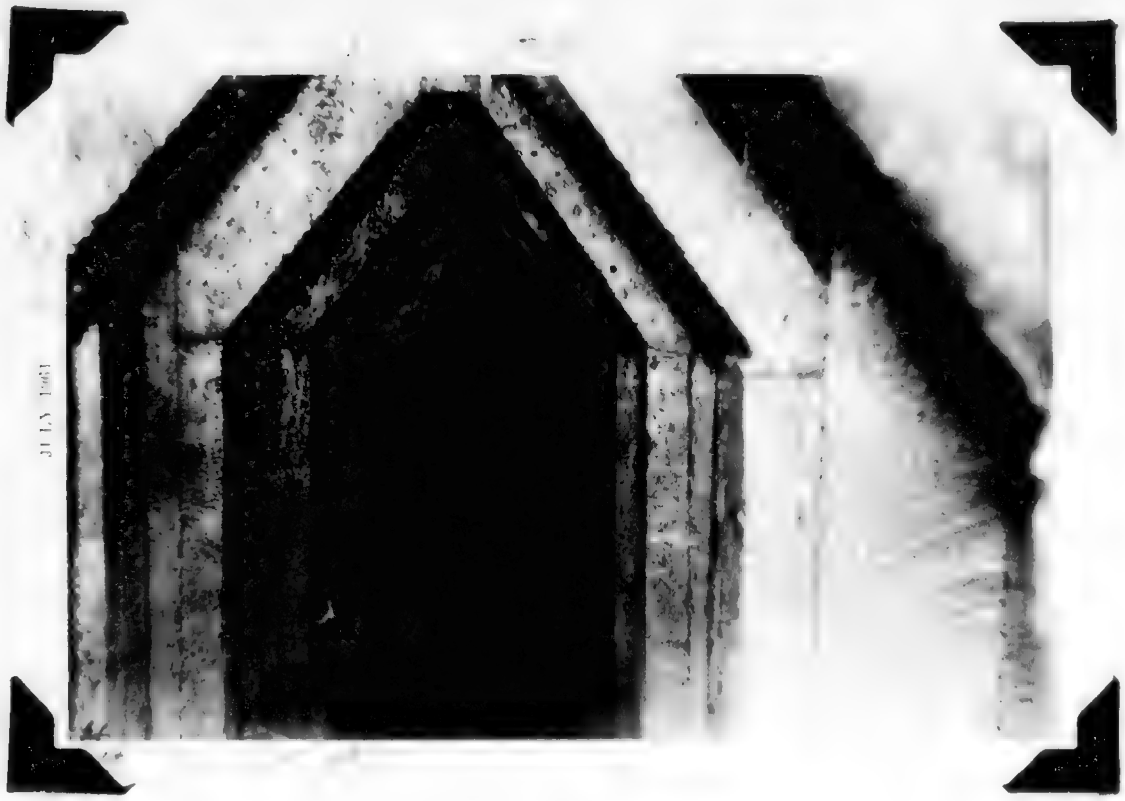
JUL · 61 ·

TUNNEL R-3

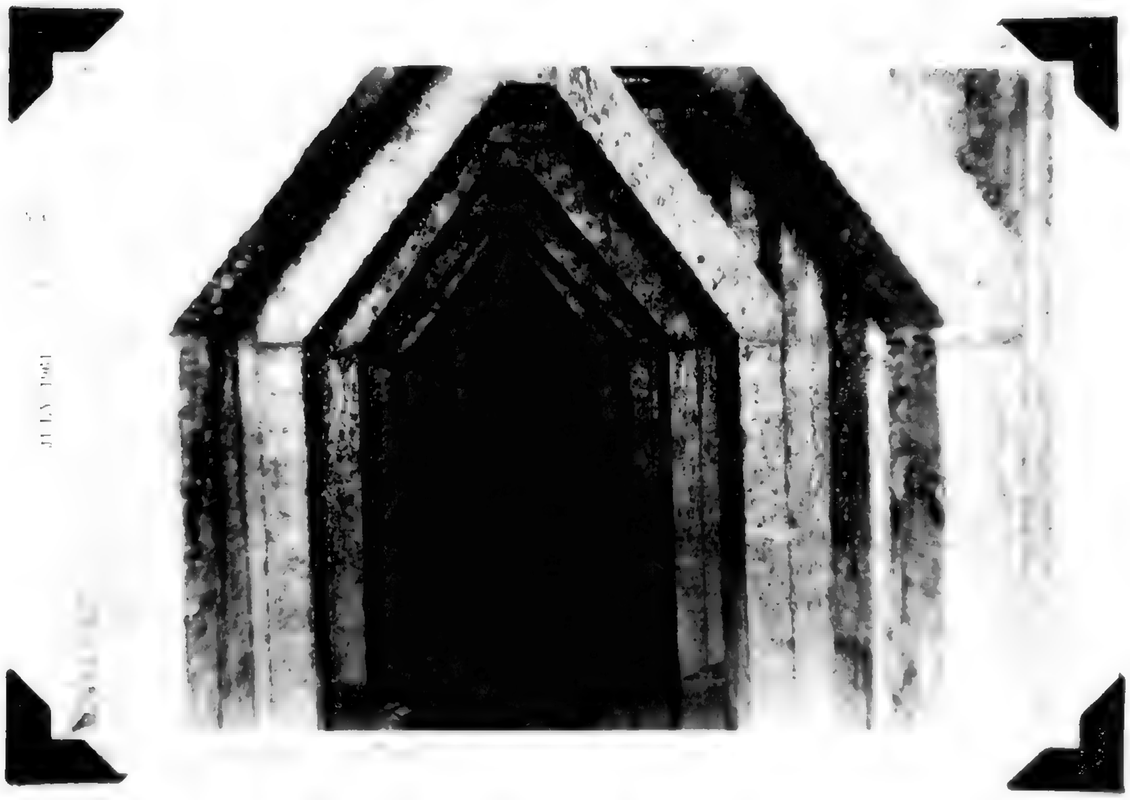
1. 230' from entrance shaft. Badly leaning sets are in background.

2. 230' from entrance shaft. Broken brace timbers in center of photo.

3. 230' from entrance shaft. Leaning sets and cave-in debris in background.



TUNNEL R-3   STEREO RIGHT



TUNNEL R-3   STEREO LEFT

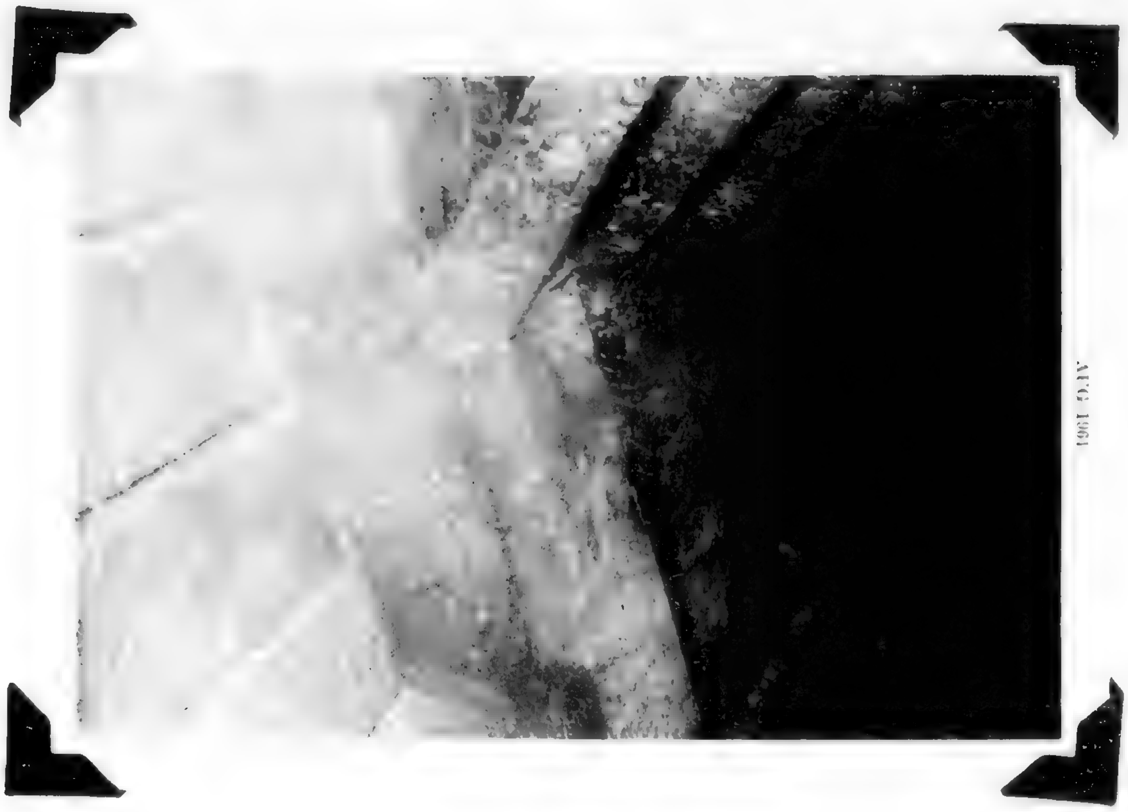
4 A&B Respectively:
195' from entrance shaft. Photo shows sets which are in good condition.

TUNNEL R-3   STEREO RIGHT

TUNNEL R-3   STEREO LEFT

5A&B Respectively:

Photo shows crushed and splitting timbers 238' from entrance shaft.

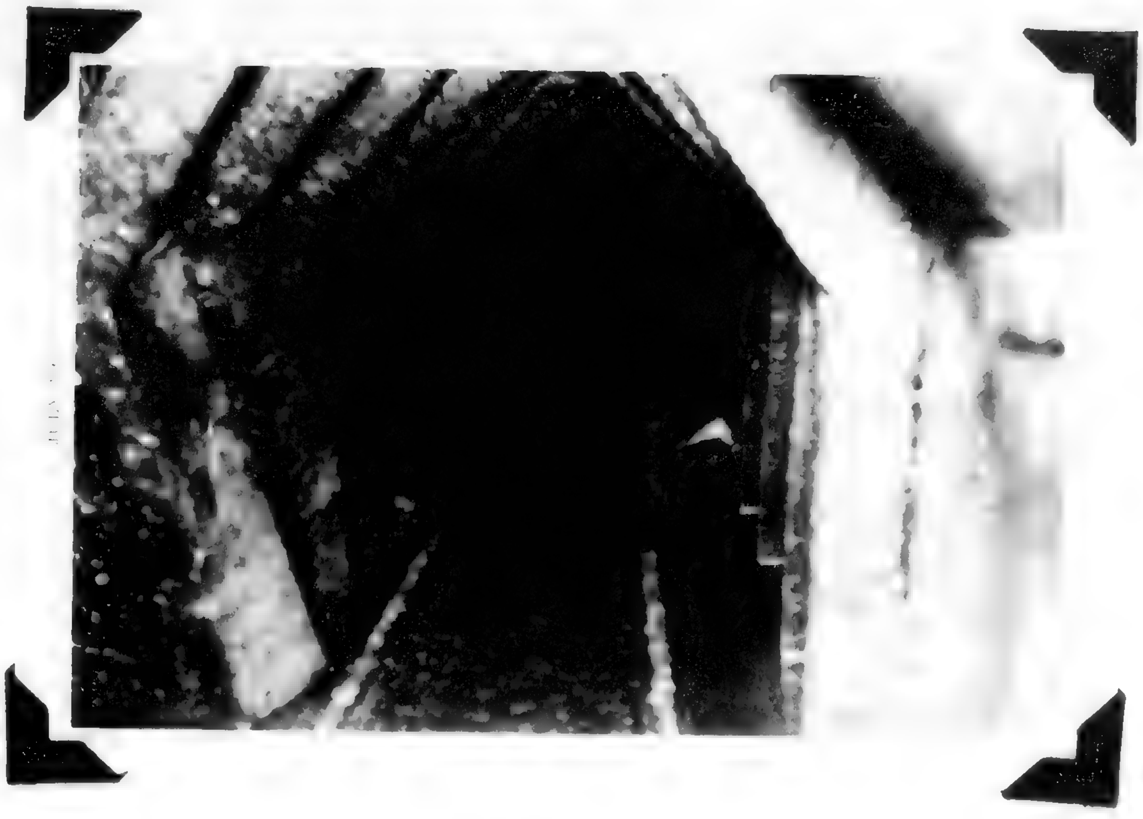


TUNNEL R-3   STEREO RIGHT

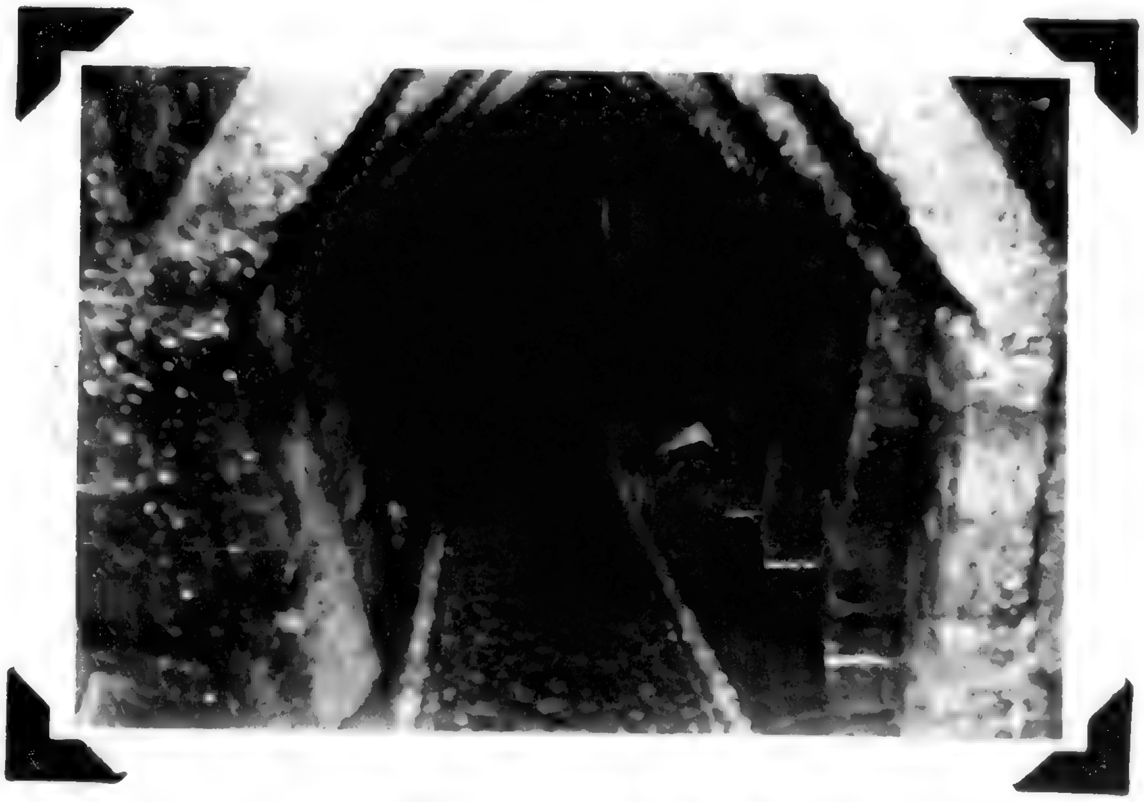
TUNNEL R-3   STEREO LEFT

6A&B Respectively:

Photo shows leaning sets and cave-in debris 245' from entrance shaft.



TUNNEL R-3   STEREO RIGHT



TUNNEL R-3   STEREO LEFT

7 A&B Respectively:

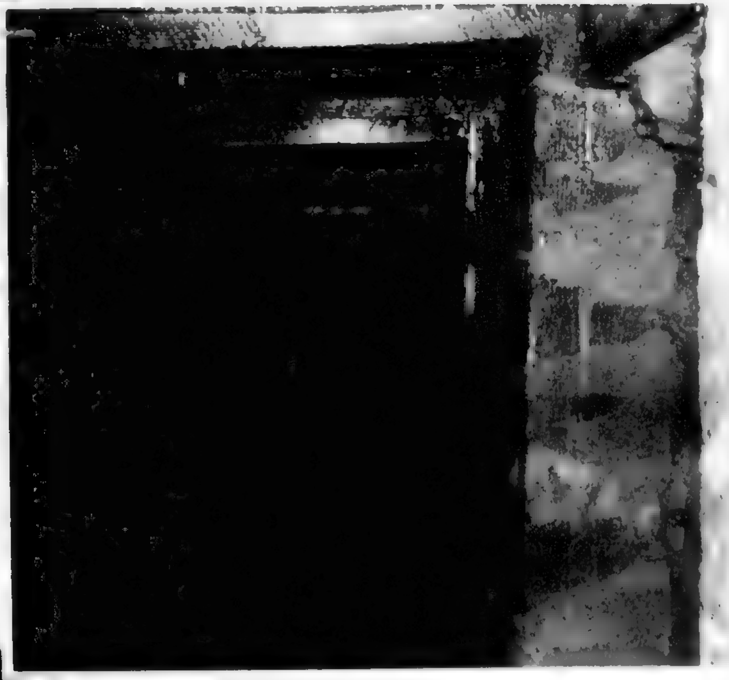
These Photos also indicate leaning sets and cave-in debris 245-250' from entrance shaft.

TUNNEL R-3 STEREO RIGHT

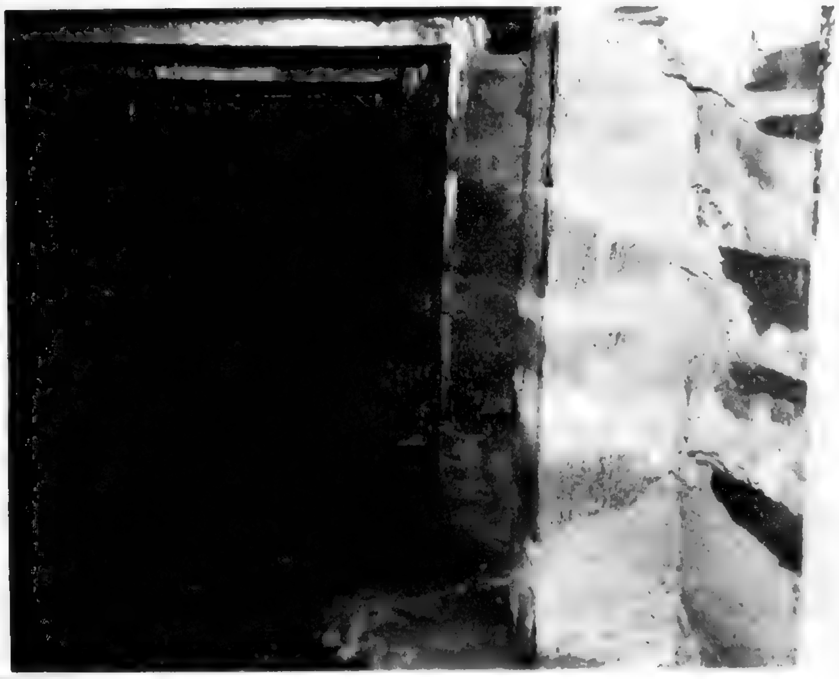
TUNNEL R-3 STEREO LEFT

8 A&B Respectively:

These Photos were taken looking up the side drift from the point at which it leaves the main tunnel. This side drift is 105' in length. Note the crushing at the left end of the cap in the second set beyond the set with the split post.



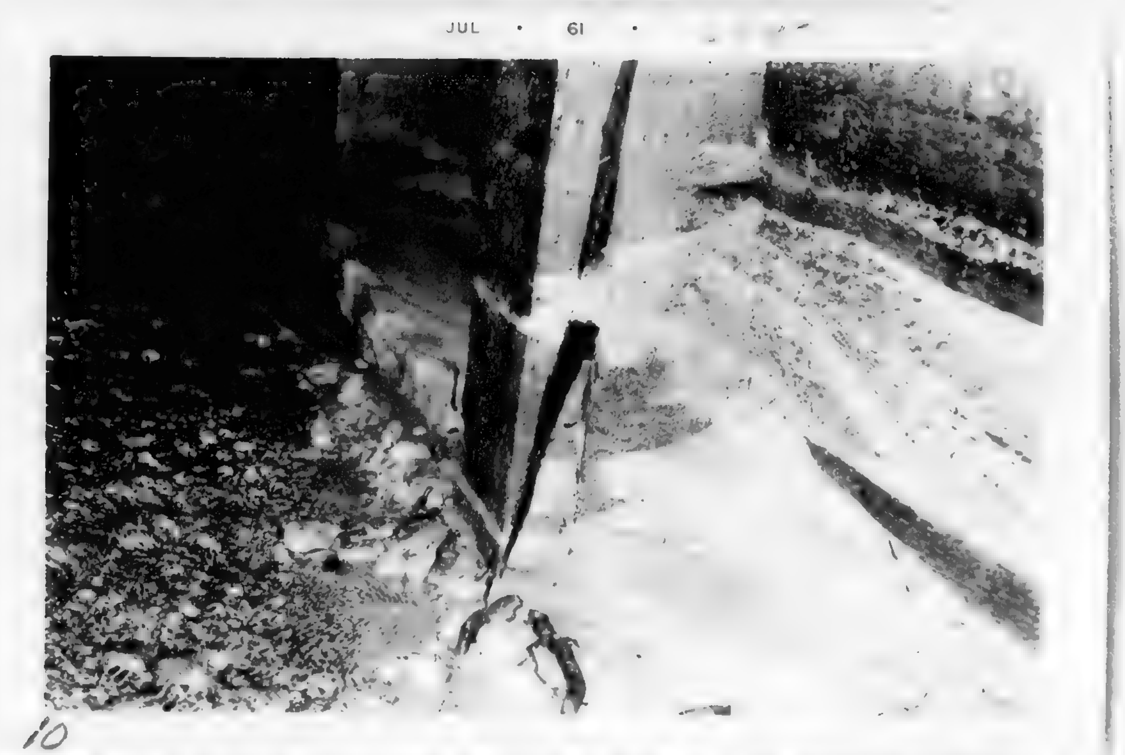
TUNNEL R-3 STEREO RIGHT



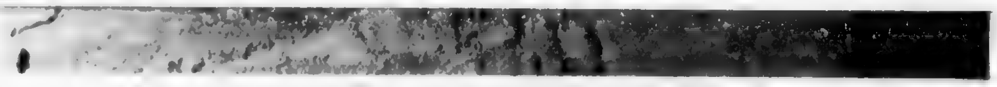
TUNNEL R-3 STEREO LEFT

9 A&B Respectively:

These Photos were taken from a point 75' into the side drift. Note how the caps and side posts are bent.



10



12

TUNNEL R-3

10. This Photo taken at entrance to side drift. This timber was split prior to high water as evidenced by the silt in the split. The damage was not noticed on the inspection of May 18.

11. This Photo taken from a point 85' into the side drift. Shows silt on sides of tunnel and at the top of the caps, thereby indicating tunnel was completely full of water, probably during the highwater stage of the river.

12. Photo taken from a point 50' in the side drift. Picture indicates silt remaining on floor of the tunnel.

TUNNEL R-3

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12. Photo taken from a point 50' in the side drift. Picture indicates silt remaining on floor of the tunnel.

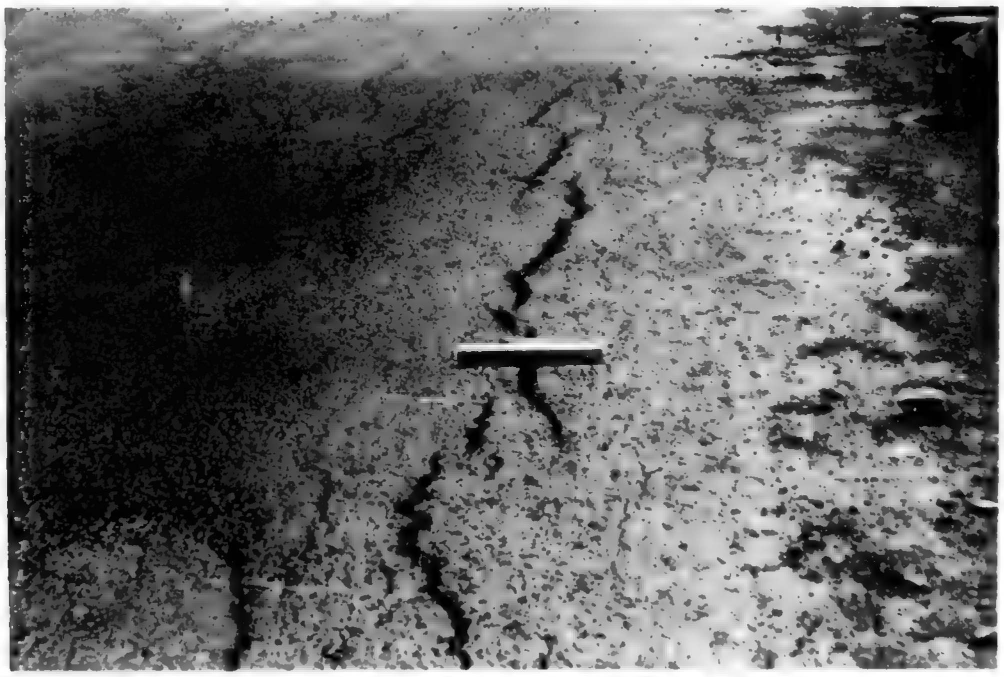
TUNNEL R-3

13. This Photo is looking up the 20' drift toward the outlet end of the 18" concrete culvert. Note the strqin on some of the timbers of the sets and the timbers on the floor of the tunnel.

14. This picture is looking down the old original tunnel at the point where the 105' side drift intercepts it. This tunnel was considered abandoned several years ago by the Railroad Company, and the picture indicates that the tunnel is now silted completely full.

15. This Photo indicates the typical tension cracks which have appeared in the pavement of the existing highway. At this particular point no vertical displacement has occurred, however one crack showed about 8" vertical displacement.

16. Drawn on this Photo is the approximate location of the most southerly limits of the tension cracks which have appeared. The automobile in the Photo is parked on the southerly edge of the existing highway. The columns are those being constructed in the most westerly bent of the West Cascade Locks Interchange Structure.



TUNNEL R-3

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JULY 1961

Approx. location of crack. This has been obliterated by construction work.

Vicinity of tunnel R-3

TUNNEL R-3

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August 4, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering rock slope protection on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County, Contract No. 5829, in connection with Federal Aid Project No. I-80N-2(20)39.

This work is necessary to repair fill slopes which were constructed under a completed and accepted contract. Rock for the protection will be taken from a cut on the present contract at contract prices. This order covers the hauling and placing of the rock on slopes which have been eroded by heavy rains during last winter and spring. The work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

Enc.

RECEIVED
AUG 3 1961
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(9-[illegible]) UNITED ST[illegible]ES GOVERNMENT

Memorandum

[illegible]S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

TO : ~~Mr. W. C. Williams~~
State Highway Engineer
~~Salem, Oregon~~
5829

DATE: August 1, 1961

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

By: DMEmrich
D. M. Emrich
Acting Division Engineer

SUBJECT: I-80N-2(20)39, Multnomah County Line-E. Cascade Locks Section
Columbia River Highway

Reference is made to previous discussions on conditions obtaining in the Ruckle Slide Area.

It is our understanding that reports have been or are soon to be submitted by your field offices. We would appreciate receiving copies, in duplicate, of any reports, maps and photographs as they become available.

Timely receipt of such data will enable us to take prompt action on your proposed request for Federal participation in the cost of corrective measures.

Edw

NOTED
[illegible]

RECEIVED
AUG 2 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 2 1961
~~FOR FILING~~

5829

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
July 31, 1961

SUBJECT: Multnomah Co. Line-E. Cascade Locks
Hood River County
Columbia River Highway
Contract No. 5829

To: Tom Edwards
Construction Engineer
Salem, Oregon

With reference to Mr. G. S. Paxson's letter to you, a copy of which is attached, regarding drainage in the Ruckel Slide area, I wish to inform you that both Mr. Haacke and Mr. Dennis of Union Pacific Railroad have been over the project extensively and are now thoroughly familiar with the drainage pattern in the area.

E S Hunter
E.S. HUNTER
Assistant Division Engineer

ESH:t
CC: M.M. Stump

Encl

RECEIVED
AUG 1 1961
OFFICE OF
STATE HIGHWAY ENGINEER

CONSTRUCTION DIVISION
RECEIVED
AUG 1 1961
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Send copy to Paxson

FORM 8-80 50M 7-60 30345

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 19, 1961

Referred to Stumpf.
File # 186, Date 6-20-61
Answer Date

SUBJECT:

To: Mr. Tom Edwards

Mr. R. E. Haacke, Division Engineer of the Union Pacific Railroad Company, is quite puzzled as to the drainage in the Ruckles Slide area. He says that some of the catch basins which take this drainage must lead into some of the tunnels, but he is not sure where.

I would like someone to contact Mr. Dennis and go over the situation so that he knows how the drainage is being taken care of.

G. S. Paxson
Assistant State Highway Engineer

GSP:ss

cc to: Mr. A. E. Johnson

CONSTRUCTION DIVISION
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OFFICE OF
DIVISION ENGINEER
DIVISION NO. 1

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5829

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
July 27th, 1961

SUBJECT: Union Pacific Railroad Drain Tunnel R-3
Multnomah County Line-E. Cascade Locks
Contract No. 5829

To: Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

On Monday and Tuesday of this week, July 24th and 25th, an inspection of the Ruckel Slide Drainage Tunnels owned by the Union Pacific Railroad Company was made. Present, and representing the Union Pacific Railroad, were R. E. Haacke, Division Engineer, B. M. Smedley, Building and Bridge Supervisor, F. L. Dennis, Engineer Inspector, and M. G. Miller, Bridge and Building Foreman. Representing the Highway Department were A. V. Benedict, R. V. Cotton, and myself. The Armco Pipe Company was represented by J. M. Thomas and J. L. Craig, who were present to inspect the damage in tunnel R-3, railroad Mile Post 42.13, in order that they may gather the necessary information required to estimate the furnishing and placing of a tunnel liner in the damaged section of this tunnel. During these two days all the drainage tunnels in the Ruckel Slide area were inspected, however this report will concern only tunnel R-3, which is in need of immediate repair. A report on the condition of the remaining tunnels in this area will be made at a later date, after receiving a report from Mr. A. V. Benedict.

A joint inspection of tunnel R-3 was made on May 18, 1961. At this time high water in the river was blocking entry to most of the other tunnels, and proceeded to block R-3 within a few days of this date. The river receded enough for re-entry into tunnel R-3 about July 18, 1961, hence the long interim between inspections.

Tunnel R-3, as a whole, is in good condition, and the timbers appear to be sound. The Union Pacific Railroad relined the tunnel, including the side drift, with treated timbers in 1940. The matter of immediate concern is a section 36 feet in length, 238 feet into the tunnel from the entrance shaft. This area and its relationship to the highway is indicated on the enclosed sketch map.

This section was constructed with sets on 18 inch centers, indicating that an unstable ground condition was encountered during the construction. At the present time, the sets are leaning as much as 35° out of plumb in the direction of the river. Some of the 8 x 8 posts and 8 x 8 caps are crushed, and some of them are broken. The lagging is broken in places, and small cave-ins have occurred. The enclosed photographs 1 through 7 will serve to illustrate the condition in this section of the tunnel. Please note that some of these photographs are for use in the stereo viewer, and are so labeled as "stereo right" and "stereo left." Photograph No. 2 indicates the condition of some of the 3 x 8 timbers which support the knee braces. This condition is also portrayed in the stereo photographs Nos. 5A and 5B. Stereo photographs No. 6 and 7, A & B, indicate the general leaning toward the river of the sets in the distressed area. Visible in the background of photographs 7A and 7B are debris from the recent cave-ins.

On May 18th, the same people as were present July 24th, with the exception of the Armco people, made an inspection of tunnel R-3. Mr. Benedict wrote a memo to the file, dated May 19th, in which he indicates that the sets in this same distressed area were canted out of plumb a maximum of approximately 20°. On our inspection of July 24th, it was quite obvious that additional movement had occurred, hence the estimated lean of 35°. The length of the distressed section was approximately 25 feet on May 18th, but has since lengthened to approximately 36 feet as of July 24th.

It is imperative corrective measures be taken in this section of the tunnel immediately. It was the opinion of those present on the July 24th inspection, that a tunnel liner would be the reasonable solution. Mr. Haacke instructed the Armco representatives to supply him with an estimate for furnishing and placing this tunnel liner as soon as possible. They thought that this estimate could be in the hands of the railroad by Friday of this week. The initial proposal by the Armco people was that a 54 inch tunnel liner be used, deformed 10% out of round. The Armco people and other persons present indicated that approximately 6-8' of tunnel liner should be installed either side of the distressed area to insure good bearing within an area of stable tunnel. The estimate to be supplied will be based on a tunnel liner 52 feet in length.

I felt some concern about the difficulty that might be encountered in placing the backfill around the tunnel liner. The Armco people assured me that pea gravel, or 3/4-0, could be blown into place. They said they had used this method on other jobs similar to this.

In addition to this area of major distress, some leaning of the sets occurs in an area approximately 47 feet in length on the river side of the area in which the tunnel liner is to be installed. This section of the tunnel is also constructed with sets on approximately 18 inch centers, and it is recommended that additional sets be installed between the existing sets throughout the entire length of the 47 foot area.

On the enclosed sketch map, you will note that there is a side drift of 105 feet in length, running easterly from the main drift at a point 82 feet from the entrance shaft. Pictures 8 through 12 were taken in this 105 foot section.

The timbers in this side drift are all sound, however there has been some side pressure and resulting movement of the drift, as evidenced by the splitting timbers and crushing of the caps. This movement appears to be the result of highway construction, as the distress was not noted on the May 18, 1961 inspection. It is recommended that the damaged timbers be replaced and additional sets on 18 inch centers be installed.

Indicated on the sketch map, is a 20 foot section of tunnel heading southerly from the easterly end of the 105 foot section just discussed. Photograph No. 13 was taken, looking down this section toward the 18 inch concrete culvert. This 18 inch concrete culvert carries considerable surface water from the interchange area presently being constructed. It is very important that this section of the tunnel be kept open, and it is recommended that damaged timbers be replaced, and additional sets installed to strengthen this section. Photograph No. 13 illustrates the bend which the 8 x 8 timbers have taken.

All the work recommended to be done in this report should probably be accomplished either by Union Pacific Railroad crews or hired done by the Union Pacific Railroad. Estimates of cost for the re-timbering will be submitted along with the tunnel liner estimate.

This 20 foot section of tunnel is some of the old original railroad tunnel installed prior to the time of the Bonneville Dam. Before the beginning of our recent highway construction, the old original tunnel was open to the river, and drainage from this 18 inch concrete pipe reached the river through this old section of tunnel. Photograph No. 14 was taken looking toward the river at the junction of the 105 foot drift and the old tunnel. As can be seen in the photograph, this section of the old tunnel has completely silted full. It is recommended that this section of the tunnel be left as is for the reason that sufficient waterway is provided in the 105 foot section to handle all the water which this tunnel is making, and which the 18 inch concrete pipe will deposit.

The railroad tracks in the vicinity of the drain tunnel entrance shaft have moved approximately 0.7 feet to date, and settlement has occurred on our newly constructed roadbed in the amount of approximately 0.7 feet. This movement of the railroad and settlement of the grade has all occurred since the May 18th inspection. It would appear from the above, that our highway work has contributed to the damage occurring between May 18th and July 24th, 1961. Since no inspections were made prior to May 18th, there is no record as to the condition of the tunnel before our highway work commenced. The sets could have been out of plumb prior to our construction, but we have no evidence to establish this fact.

Today I discussed the possibility that our highway construction had not caused the tunnel damage with Mr. Fred Yarbrough, Highway Department Geologist. In view of the observed moving of the railroad track, settlement of the railroad grade, and distress in the tunnel since May 18th, it is Mr. Yarbrough's opinion that the highway construction work is responsible for the damage to this tunnel. I have asked Mr. Yarbrough to prepare a report, and submit with the report the force diagrams which he has already constructed.

E. S. HUNTER
Ass't. Division Engineer

cc: G. S. Paxson ✓
I. A. DeFrance
M. M. Stump
E. E. Johnston

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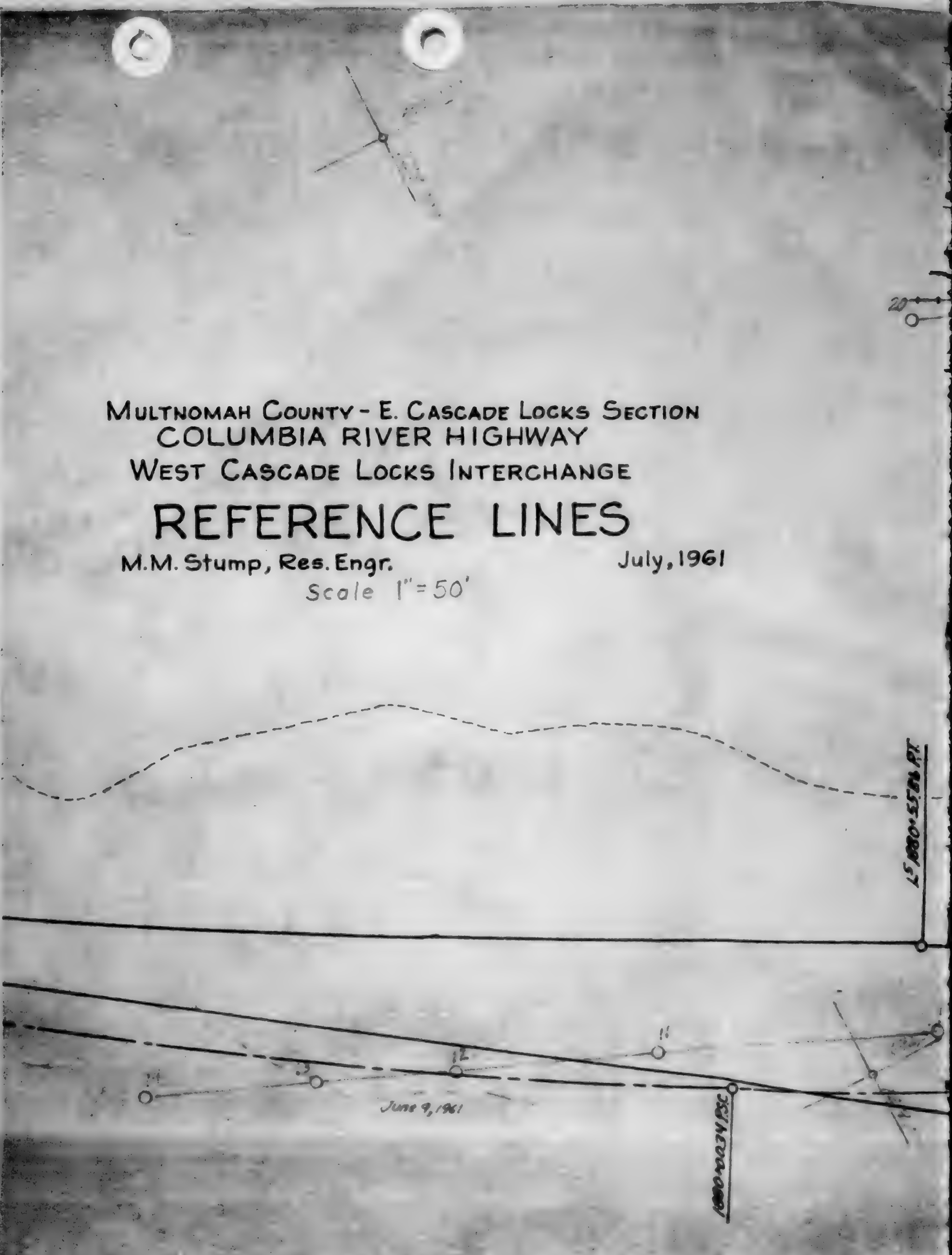


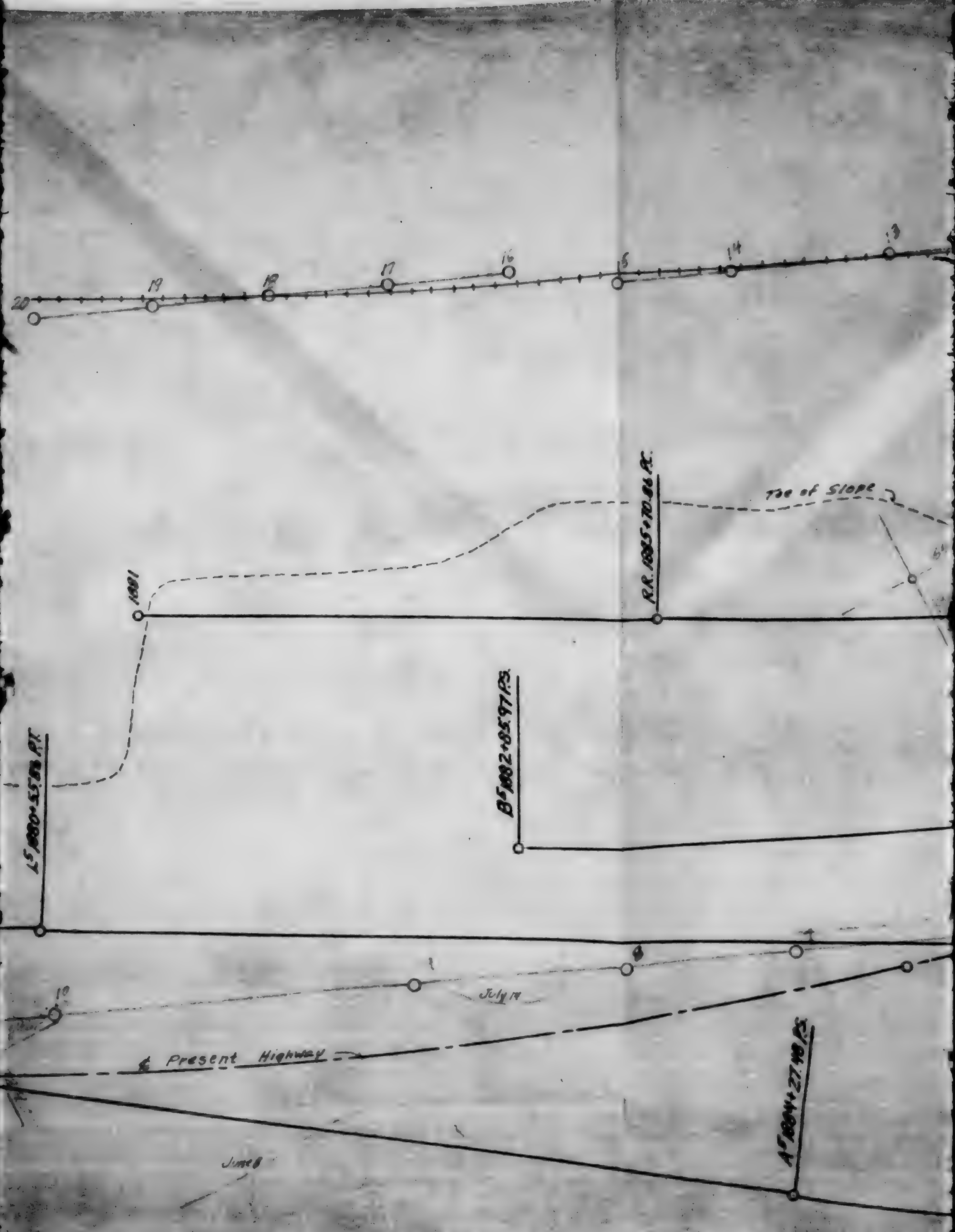
MULTNOMAH COUNTY - E. CASCADE LOCKS SECTION
COLUMBIA RIVER HIGHWAY
WEST CASCADE LOCKS INTERCHANGE

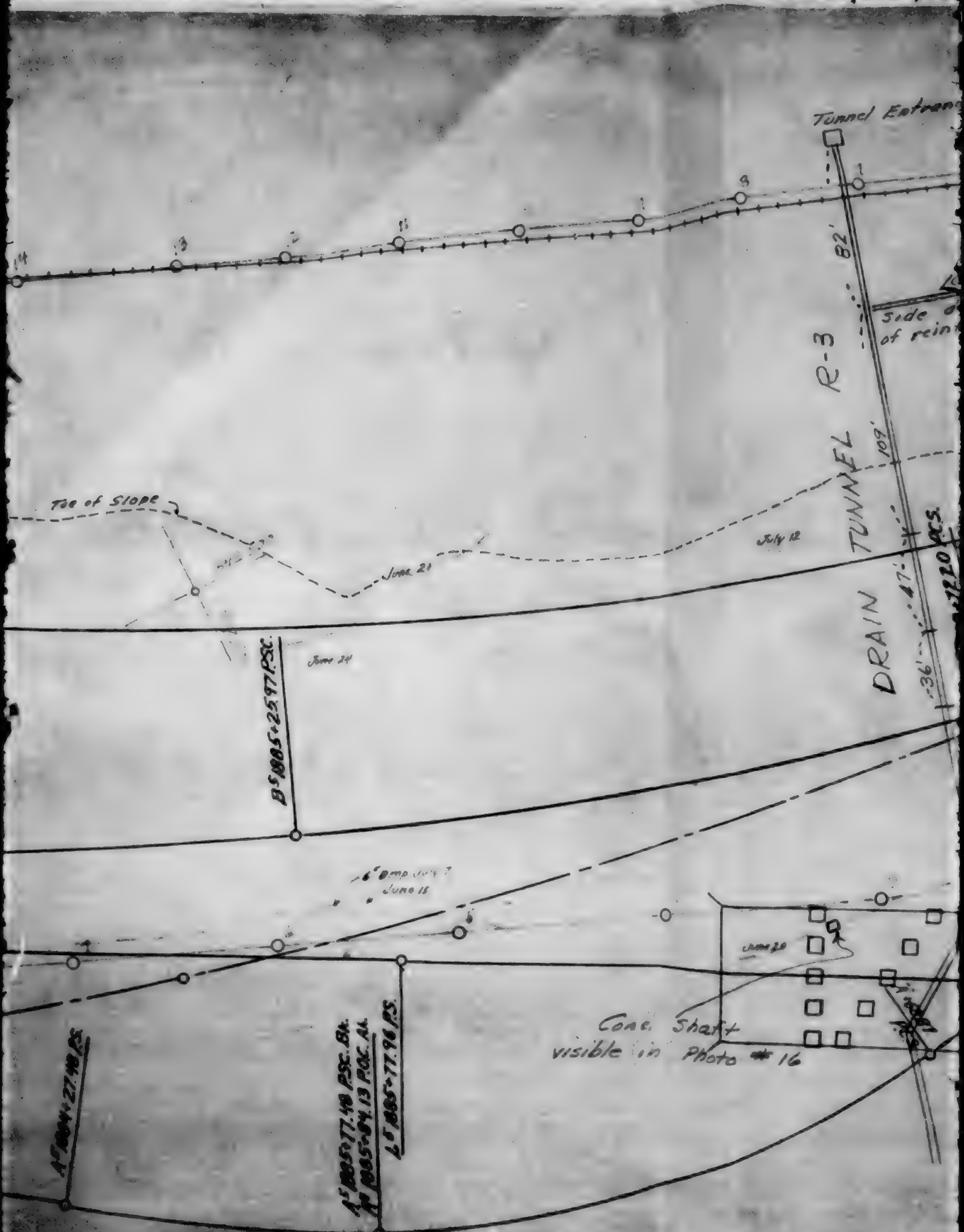
REFERENCE LINES

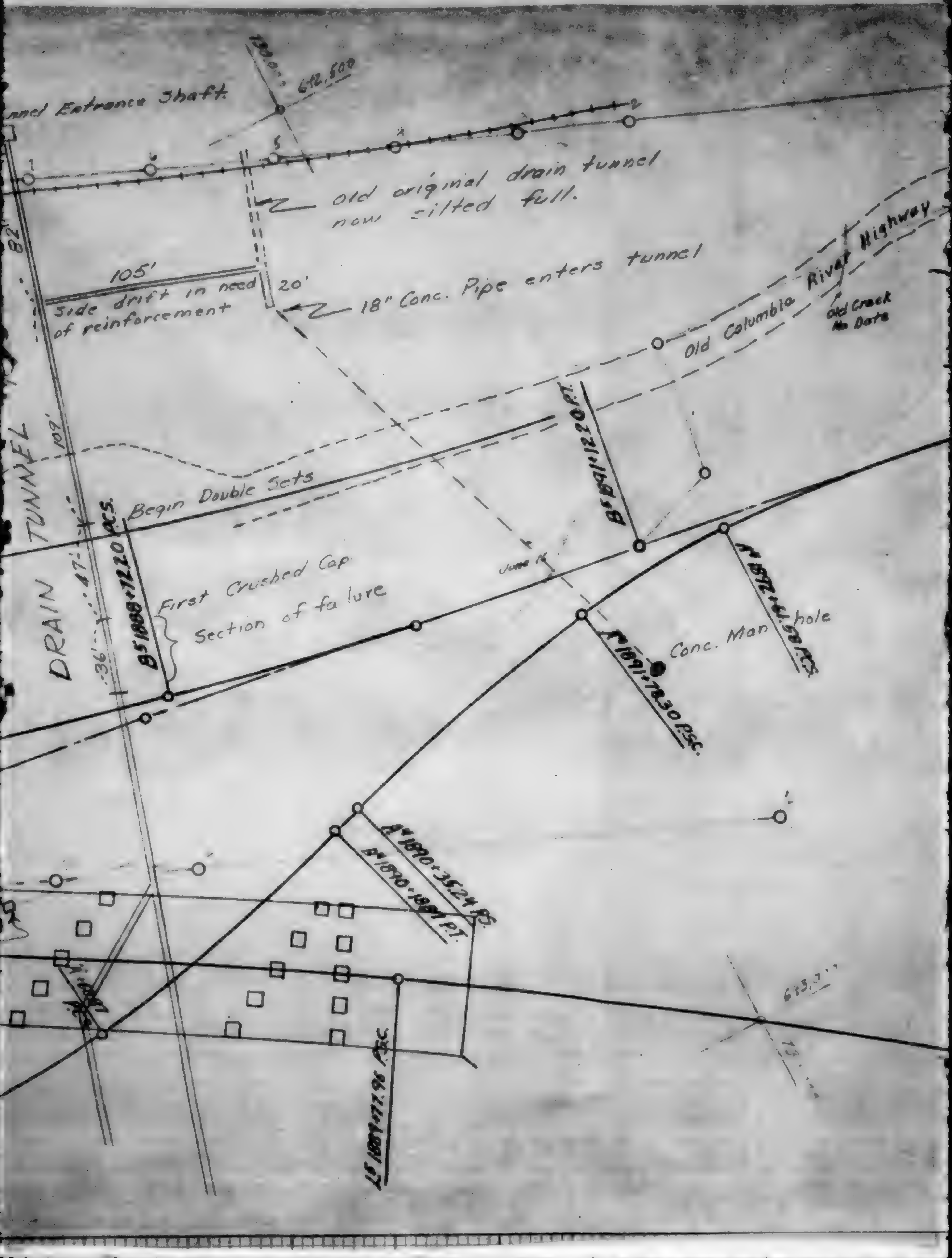
M.M. Stump, Res. Engr. July, 1961

Scale 1" = 50'

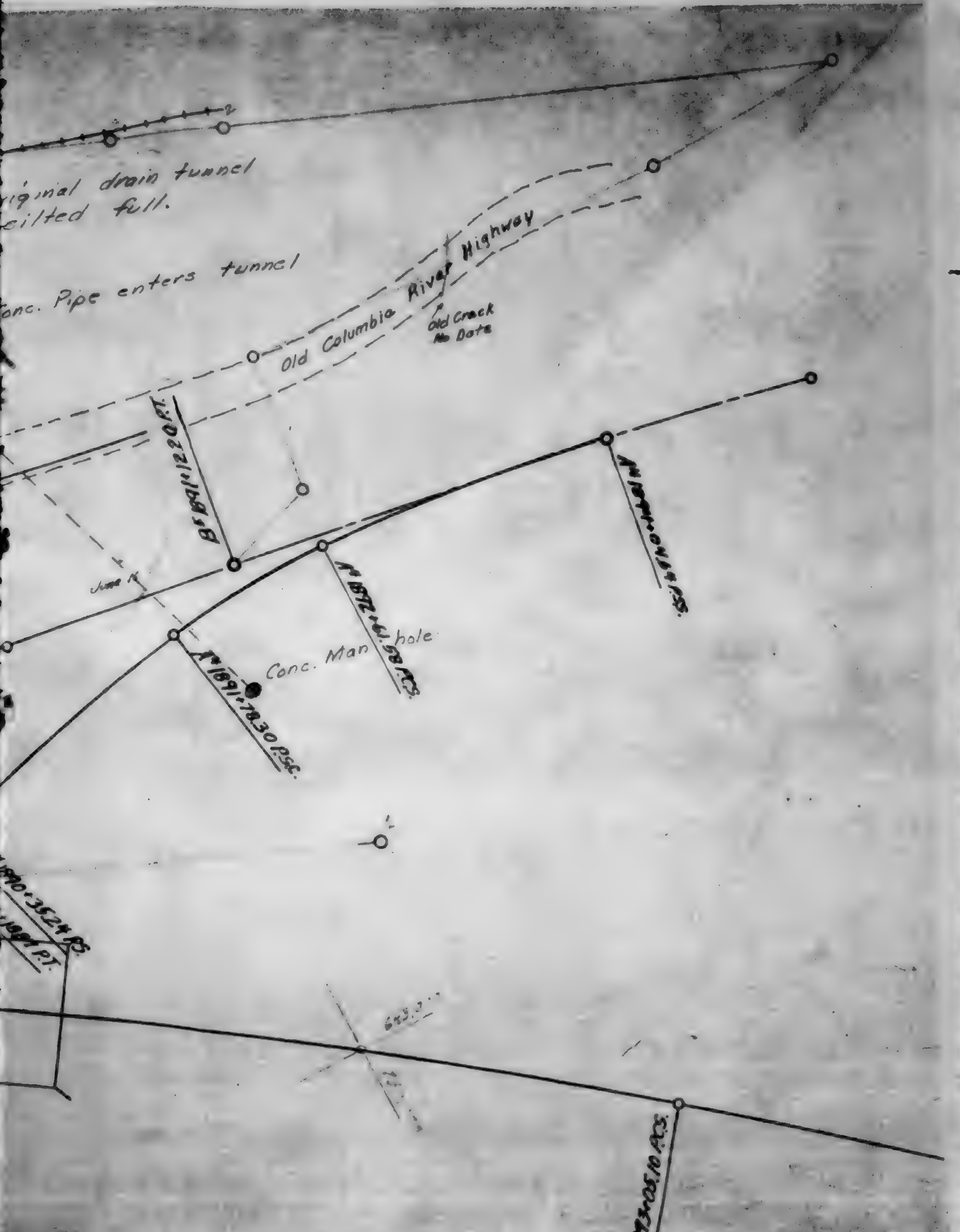
20
LS 1880+55.86 P.T.
11
12
13
14
1880+00.74 P.C.
June 9, 1961


20
19
18
17
16
15
14
13
1881
R.R. 1885+70.86 P.T.
Toe of Slope
B5 1882+85.97 P.S.
L5 1880+55.86 P.T.
10
July 14
℄ Present Highway
A5 1884+27.48 P.S.
June 8


Tunnel Entranc
1
8
7
11
2
13
14
82'
Side d
of rein
R-3
TUNNEL
DRAIN
109'
47'
36'
PCS.
7820
Toe of Slope
July 12
June 21
June 24
B^S 1885+25.97 P.S.
6" Dmp July 7
June 15
June 20
Conc. Shaft
visible in Photo # 16
A^S 1884+27.98 P.S.
A^S 1885+77.48 P.S.C. Bk.
A^S 1885+84.13 P.O.C. Ah.
L^S 1885+77.96 P.S.



nnel Entrance Shaft.
130.0
642,500
old original drain tunnel now silted full.
105'
Side drift in need of reinforcement
20'
18" Conc. Pipe enters tunnel
Old Columbia River Highway
Old Crack No Date
82'
109'
TUNNEL
DRAIN
47'
36'
Begin Double Sets
B 1888+72.20 P.C.S.
First Crushed Cap
Section of falure
B 1891+12.20 P.T.
June 14
A 1892+41.58 P.C.S.
Conc. Man hole
A 1891+78.30 P.S.C.
A 1890+35.24 P.S.
B 1890+18.81 P.T.
LS 1889+77.96 P.S.C.
643,3
73


iginal drain tunnel
silted full.
onc. Pipe enters tunnel
Old Columbia River Highway
Old Crack
No Date
B 1891+12.20 P.T.
A 1892+61.58 P.C.S.
A 1892+04.14 P.S.
June 16
Conc. Man hole
A 1891+78.30 P.S.C.
1890+35.24 P.S.
1891 P.T.
1893+05.10 P.C.S.

JULY 1961

JULY 1961

JULY 1961

12

232

JULY 1961

18" conc pipe

13 Tunnel #3 looking toward 18" conc. [illegible]

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OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
July 27, 1961

SUBJECT:
Ruckel Slide Drainage Tunnels
Columbia River Highway at
Cascade Locks

To:
Report on Tunnel Inspection

A joint Railroad-Highway inspection of drainage tunnels under the Ruckel slide West of Cascade Locks was made Monday and Tuesday, July 24 and 25, 1961. This was a continuation of inspection started May 18, 1961. (See Memo to Files dated May 19, 1961.)

Present for the Union Pacific Railway were R. E. Haacke, Division Engineer, F. L. Dennis, Engineer-Inspector, B. M. Smedley, Bridge and Building Supervisor, and N. G. Miller, B. & B. Foreman. Present for the Oregon State Highway were E. S. Hunter, R. V. Co ton, and A. V. Benedict.

The May 18 inspection was discontinued because of high water. Some of the railroad people, together with E. S. Hunter were able to enter the tunnels last week and had reported immenent collapse in tunnel R-3, so two representatives of Armco Drainage and Metal Products Co. were present to make a recommendation and an estimate on the use of tunnel liner plate. These were J. M. Thomas, Sr. Sales Engineer, and J. L. Craig, Chief, Construction Department.

Tunnel R-3, R.R.M.P. 42.13 was entered first. This tunnel shows heavy loading the first 300 feet from the entrance. On the May 18 inspection we thought about 25 feet needed immediate replacement. This area has now lengthened to 36 feet and the failure has progressed to the point where collapse could occur at any time. Hunter reports that the failure has progressed considerably in the past week. This area begins 238 feet from the shaft.

The Armco people proposed a tunnel liner installation through the failed section plus 8-10 feet either side to give stability and provide a relatively stable zone in which to start and stop operations. They propose pea gravel or 3/4"-0 backfill. Their proposal looks good but no figures were available. An estimate will be given the railroad by July 28.

NOTED

It is recommended that, after completion of the liner, all timbering in the immediate vicinity be gone over carefully and repairs made. All collar braces(presently 2"x6") should be replaced with heavier material. Some additional sets should be placed between existing sets.

Eighty-three feet from the entrance shaft, a side drift runs easterly 105 feet and joins a small drift running South 20 feet to an 18-inch concrete pipe bringing surface water into the tunnel. Both these drifts show heavy loading and should be reinforced with additional timber sets. One post near the main drift is split and should be replaced. The railroad people report that there has been approximately 10 inches lateral movement in their tracks starting about two weeks ago. Hunter reports that the highway fill over the tunnel has cracked and settled during the same period. In the middle of the 36 foot section where tunnel liner is proposed, the floor of the tunnel has settled approximately one foot and the ties are suspended from the mine-car rails left in the tunnel. There seems little doubt that earth movement has damaged the timbering in this drainage tunnel and that immediate steps are necessary to repair the damage and to beef up the tunnel against further movement and increased loading from our fills.

Beyond this first 300 feet, the tunnel appears to be in the same good condition indicated in the May 19 report. There are several abandoned drifts, not relined, which have been blocked off. These should be checked to be sure they do not fall under highway fills.

Tunnel R-6, R.R.M.P. 41.24

Approximately 560 feet long, treated timber lined the first 400 feet. Relined portion okay. Untreated portion rotten and failing with collapsed timbers visible a short distance back. A small amount of water coming out of untreated portion. The relation of highway centerline to length of tunnel is not known but enough water is draining out of this old tunnel to justify keeping it open. In its present condition it would be too dangerous to place pipe and backfill so tunnel would have to be reopened.

Tunnel R-4, R.R.M.P. 41.43

This tunnel approximately 780 feet long, completely lined with treated timber. Approximately 560 feet from the entrance shaft, about 30 feet of lining, consisting of 8" x 8" sets on 2 foot centers, shows heavy loading. Two caps are broken, many are bowed down. Several of the posts are heavily bowed and many are crushing into the caps. Broken or badly bowed caps and posts should be replaced and additional sets added in this area only, which appears to be under our highway fill.

The balance of the tunnel is in good condition.

Tunnel R-2, R.R.M.P. 41.54

This tunnel approximately 1,320 feet long, lined with treated timber throughout. This tunnel is carrying a large amount of swiftly flowing water (Est. 5 second feet) nearly all of which comes from the extreme back end. Balance of tunnel dry with only a few drip areas.

Back 10 feet of tunnel blocked off and solid streams of water cascading down. Next 50-60 feet extremely wet and timbered on approximately 2 foot centers with an occasional original set left in place and treated set installed snug on either side. Old timber is completely rotten and being squeezed into the tunnel. Old wood should be dug out and short lagging worked behind treated posts and caps,or framed sets placed to close gap.

With the exception noted above, entire tunnel is in very good shape.

Tunnel R-1, R.R.M.P. 41.05

This tunnel carries no running water, is lined throughout with treated timber which is in very good shape except for beaver damage, Several posts have corners chewed. One post in next to the last set is chewed to within ½ inch of lagging. (Hunter has a picture to prove it). Rocky talus at face.

Tunnel R-7, R.R.M.P. 41.72

522 feet reported length of tunnel, 120 feet lined to support the railroad. No running water in evidence. Untreated portions of tunnel completely rotten and partly caved in. Treated portion in good condition.

It appears we do not have an embankment over this tunnel, in which case no work is recommended.

A V Benedict
A. V. Benedict
Assistant Metropolitan Engineer

AVB/bb
G. S. Paxson ✓
Tom Edwards
I.A. DeFrance
A. E. Johnson
E. E. Johnston

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OFFICE OF
STATE HIGHWAY ENGINEER

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FORM E-30X 2-60

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
July 21, 1961

SUBJECT: Multnomah Co. Line-E Cascade Locks
Hood River County
Columbia River Highway
Contract No. 5829

To: MEMO TO THE FILES:

On Wednesday, July 19, 1961, together with U.P.R.R. representatives, an inspection was made of Tunnel R-3. This tunnel crosses beneath the existing highway and the new construction at approximately centerline Station 1888 Plus 70. This is near the center of the East Cascade Locks Interchange. Representing the U.P.R.R. were B. M. Smedley, B&B Supervisor, M. G. Miller, B&B Foreman, and Frank Dennis, Inspector. Representatives for Oregon State Highway Department were M. M. Stump and myself.

May 18, 1961 a joint inspection was made of this same tunnel. In addition to myself, Mr. E.E. Johnston, Mr. A. V. Benedict, and Mr. Horton Hughlett were present. In a Memo to the Files dated May 19, 1961, Mr. Benedict pointed out that approximately 260' in from the entrance shaft there was a 25' section of the tunnel in need of repair. The sets in this section were canted toward the river approximately 20° out of plumb. On July 18 the sets in this same section were canted toward the river at least 30-35° out of plumb. It appeared that the lining had failed, together with some of the caps, and a small cave-in had occurred. A close inspection of the section failing could not be made without jeopardizing the safety of the personnel. In addition to this 25' section, a section for a distance of approximately 40' toward the river has also begun to show signs of distress. The sets in this section are leaning toward the river approximately 3" at the top. None of the timbers appear to be crushed. All of the above mentioned sections are in areas which have been relined with treated timbers by the U.P.R.R.

Next Monday, July 24th, a joint inspection of this same tunnel will be made by representatives of the Highway Department, U.P.R.R., and Armco. The purpose of the inspection is to determine what type of correction could best be made to preserve the tunnel. A report on this inspection and the findings therefrom will be made at a later date.

Thursday, July 20th, M. M. Stump, accompanied by the above mentioned U.P.R.R. representatives, inspected Tunnel R-6 which is under the Highway at approximate Station 1855. It was found that a section of

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this tunnel was failing approximately 560' from the portal. The Railroad has re-timbered from the portal for a distance of approximately 400'. The section that is failing is down in the portion of the tunnel which has not been re-timbered and which is constructed with untreated timbers. A further investigation of this tunnel will be made Monday and Tuesday of next week. The portion of this tunnel which is failing appears to be underneath our new highway embankment and it is probable that the tunnel should be repaired in order to maintain free drainage. Further reports on this section will follow next week.

E. S. HUNTER
Assistant Division Engineer

ESH:t
cc: G. S. Paxson ✓
Tom Edwards
I. A. De France
M. M. Stump
E. E. Johnston

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OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 20, 1961

SUBJECT: Ruckle Slide

To:

MEMO TO THE FILE

I have discussed with Mr. C. G. Polk the problem of the apparent movement of the Ruckle Slide on the Multnomah County Line-East Cascade Locks project.

Mr. Polk indicated that the Bureau would cooperate in repairing the damaged Union Pacific drainage tunnel subject, of course, to the normal rules of participation.

Mr. Brown of the Union Pacific was advised to proceed with repair of the tunnel. The matter is to be handled from the Highway Department side by Ed Hunter, who is familiar with the problem. Mr. Brown indicated that he would probably attempt to get the work done by a force account method, securing the services of Armco if possible to install a tunnel liner in the damaged section.

Tom Edwards
Construction Engineer

TE:jw

cc Forrest Cooper ✓
G. S. Paxson
C. G. Polk
E. S. Hunter

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JUL 19 1961

FOR FILING

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July 18, 1961

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: Multnomah County Line-
Cascade Locks Section

Dear Sir:

Receipt is acknowledged of your letter of July 14 advising of the movement of your tracks between M.P. 41.2 and M.P. 42.2.

Our field forces are keeping this area under constant observation and are making every effort to ascertain the cause of the movement, and if it develops that movement has been caused by our operations, we will make every effort to correct the condition.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. W. C. Williams
Mr. Tom Edwards

Salem, Oregon
July 17, 1961

Mr. Tom Edwards

Herewith copy of a letter from the Union Pacific relative to the slide near Cascade Locks. You will note that the Railroad is placing a watchman on this section continuously and expects to bill us for the costs.

We should take every possible step to get this condition stabilized so that our costs can be a minimum.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

Return to
Paxson for
Answer to Baker
Cooper

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

JULY 14, 1961

File Ref. - D 315 - 2 - 79

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

On July 12, 1961 Railroad's track between Mile Posts 41.2 and 42.2 near Cascade Locks, shifted towards river and humped, necessitating realigning and surfacing which is apparently a result of the construction of highway throughout this area.

As result of this track movement, Railroad Company has placed Watchman on 24-hour-day basis, and bill, covering charges for track work and Watchman services, will be rendered to the State for reimbursement.

Railroad's Division Engineer, Mr. Haacke, met with Mr. E. S. Hunter, Assistant Division Engineer of the Highway, together with several of the Highway Engineers working on the project at the site on July 12th, and it is Mr. Haacke's understanding that Highway Department will investigate movement in this general area.

This track movement necessitates a heavy speed restriction in the area and affects our train schedules, and therefore would appreciate advice as to corrective action which will be taken so that train movements can be returned to normal as soon as possible.

Very truly yours,

G. H. Baker

G. H. Baker,
Superintendent

cc: Mr. D. F. Wengert
and Mr. R. M. Brown - Portland

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JUL 17 1961
STATE HIGHWAY ENGINEER

RECEIVED
JUL 17 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
FORREST COOPER

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FOR FILING

5829

July 10, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 - Supplemental covering extra clearing on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County, Contract No. 5829, in connection with Federal Aid Project No. I-80N-2(20)39.

Order for Extra Work No. 4 covering extra clearing was approved June 6, 1961. It is now evident that the original order in the amount of $2,530.00 will overrun an estimated $1,150.00.

This supplement is submitted to cover the overrun and has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

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JUN 19 1961
FOR FILING

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5829

Salem, Oregon
June 19, 1961

Mr. Tom Edwards

Mr. R. E. Haacke, Division Engineer of the Union Pacific Railroad Company, is quite puzzled as to the drainage in the Ruckles Slide area. He says that some of the catch basins which take this drainage must lead into some of the tunnels, but he is not sure where.

I would like someone to contact Mr. Dennis and go over the situation so that he knows how the drainage is being taken care of.

G. S. Paxson
Assistant State Highway Engineer

GSP:ms

cc to: Mr. A. E. Johnson

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JUN 5 1961
FOR FILING
I-80N-2(20)
39
5829

June 5, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering extra clearing on the Multnomah County Line-E. Cascade Locks Section of the Columbia River Highway in Hood River County, Contract No. 5829, in connection with Federal Aid Project No. I-80N-2(20)39.

The fill at Station 1850 will require approximately 16,000 cu.yds. more than shown in the plans. It is proposed to widen cuts between Stations 1820 and 184 to obtain the required material. Widening will be uniform.

In order to widen the cuts, it is necessary to do extra clearing outside of the normal staked limits. The work has been verbally recommended for app roval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

Encl.

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MAY 2 1961
FOR FILING

I-80N-2 (20)39

5429

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

April 26, 1961

C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

By: D. M. Emrich
Acting Division Engineer

Oregon Project I-80N-2(20)39
Multnomah Co. Line-E. Cascade Locks Section
Columbia River Highway

We are today approving the agreement between the State and Pacific Telephone - Northwest Company, consisting of an exchange of correspondence covering adjustment of a telephone cable on the above project in accordance with PPM 30-4.

In accordance with the telephone company's letter of November 30, 1960, the State's share for work on private property will be 68.52%. The flat-sum payment of $934.98 for rental of U. P. railroad poles, as per Pacific Telephone's letter of April 19, 1961 is approved as a supplement to the original agreement.

Authorization is hereby granted to proceed with subject adjustments as of this date.

NOTED

RECEIVED
APR 26 1961
FOR FILING

I-80N-2(20)39

5929

April 25, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Multnomah Co. Line-E. Cascade Locks
Section
Columbia River Highway
Hood River County
Project No. I-80N-2(20)39

Herewith are two copies of the letter from Pacific Telephone-Northwest in regard to rental rates for facilities placed on Union Pacific Railroad poles on the subject project. This letter gives the method of determining a lump sum payment in lieu of rental basis.

This letter has been requested by your office. The rental basis for telephone lines on railroad poles was not acceptable as submitted in the estimate with our letter of December 14, 1961.

We trust this will clear this utility for immediate approval. It will take some time to adjust the line which is now in the way of the contractor's operations.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

Encls.

RECEIVED
APR 17 1961
FOR FILING

I-IV 2(20)39

5879

April 14, 1961

Mr. John V. Mulcahy
Chief, Branch of Land
Bonneville Power Administration
Portland 8, Oregon

Dear Mr. Mulcahy:

In reply to your letter of April 4, I wish to advise as follows.

Expenditure of funds for any purpose on the interstate system is largely under the control of the Bureau of Public Roads.

Upon receipt of your letter, we requested favorable consideration from the Bureau on the matter of the Cascade Locks power line adjustment. I am attaching a copy of its reply for your information.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:fn

Encl.

cc Mr. W. C. Williams
Mr. Tom Edwards

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: April 13, 1961

Attention: Forrest Cooper

By: DM Emrich
D. M. Emrich
District Engineer

FROM : C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

SUBJECT: Utility Adjustment
Bonneville Power Administration
Multnomah County Line-Cascade Locks Section
Columbia River Highway
Project I-80N-2(20)39

Reference is made to your letter of April 11, 1961.

Inasmuch as the work referred to was performed without the prior approval or authorization of the Bureau of Public Roads, Federal funds cannot participate in the cost of the adjustment.

This confirms the previous conversations we have had on the same subject.

RECEIVED
APR 14 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
APR 12 1961
FOR FILING
I 80N-2(2
5829

April 11, 1961

2017

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Project I-80N-2(20)39
Multnomah County Line-
Cascade Locks Section
Columbia River Highway
Power Line Adjustments

Dear Sir:

Attached is a copy of a letter from the Bonneville Power Administration concerning the removal of some of its power lines from along the existing highway upon the above-named project. This matter has been discussed with the Bureau of Public Roads' personnel several times, the latest was on March 20, 1961. At that conference were Mr. Louis Cowan and Mr. John V. Moloney of the Bonneville Power Administration; Mr. Dwight M. Emrich, Mr. W. H. Schademow, Mr. Robert C. Wright, and yourself of the Bureau of Public Roads; and Mr. Curtis H. Baker of this Department.

At that meeting, it was agreed that reimbursement for this line relocation could be made under the terms of the master agreement between the State and Bonneville Power Administration.

Please give us your decision which we will transmit to the Bonneville Power Administration.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. R. L. Porter
Mr. C. H. Maison
CHB:fp fn

FORM E-30 80M 3-61 24397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 10, 1961

SUBJECT: Assignment No. 2017
Bonneville Power Administration
Multnomah Co. Line-Cascade Locks Section
Project I-80N-2(20)39

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

Attached is a rough draft of a letter to the Bureau of Public Roads requesting favorable action on the Bonneville Power Administration request for reimbursement on their line relocation on the above-named project. Bonneville built a new substation to serve and city and abandoned the existing line which was in violation of the access control provisions of the Interstate highway regulations. The old line was sold to Cascade Locks City Light and has been salvaged by City Light without cost to the State.

The new substation was constructed and put into operation prior to Bonneville Power Administration's notification to the State that they expected us to pay for part of the new facility. The Bureau of Public Roads regulations (PPM 30-4) are that any utility moves must be approved by Bureau of Public Roads prior to the start of work.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

CHB:fp

Attach.

RECEIVED
APR 11 1961
OFFICE OF
STATE HIGHWAY ENGINEER

PLEASE RETURN TO
FORREST COOPER

March 3, 1849

UNITED STATES
DEPARTMENT OF THE INTERIOR
BONNEVILLE POWER ADMINISTRATION
PORTLAND 8, OREGON

April 4, 1961

Subject: Relocation of Bonneville-
Cascade Locks Transmission Line

Oregon State Highway Department
Salem, Oregon

Attention: Mr. Forrest Cooper
Deputy State Highway Engineer

Gentlemen:

The subject transmission line was originally located along U. S. Highway No. 30, both on and off the highway right of way.

On January 26, 1959, you provided us with an incomplete and preliminary set of plan and profile sheets on the Cascade Locks section of the Columbia River Highway in Hood River County, advising that your tentative schedule was to call for bids to be opened on April 14, 1959.

After preliminary examination of the highway drawings, we concluded that we would have to relocate that portion of our line from Structures 89 to 95, inclusive, at an estimated cost of $15,600.00, a part of the expense being the responsibility of the State, and a part the responsibility of the Bonneville Power Administration.

Subsequently, we were advised that your plans included limiting access to and from this highway, which then made it necessary to relocate the greater portion of the line, or from our Structure 49, opposite Highway Station 1805+00 to Structure 97, opposite Highway Station 1894+60. To accomplish this relocation, would have involved a cost of $66,100.00, of which $28,200.00 would have been borne by Bonneville Power Administration and $37,900.00 by the State of Oregon. This division of cost in in accordance with the terms of Contract No. Ibp-3755, between Bonneville and the Oregon State Highway Department, which provides: "If, at any time, by reason of the construction, repair, improvement, alteration or relocation of all or any portion of said state highway or highways, as determined by the State, it shall become necessary,

Edw

in the opinion of the State, to remove or relocate any crossings of the said electric power transmission lines, or other wires, over any of said highways, or portions thereof, such removal and relocation of said electric power transmission lines, or other wires, shall be done by the United States; provided, however, that if such removal or relocation requires any change in the construction, design, and/or location of said transmission lines or appurtenances thereto, outside the rights of way of said highways or portions thereof, the expense of any and all such changes will be paid by the State upon the presentation of properly executed vouchers therefor."

The State was advised of these estimates in May of 1959 and several discussions were held subsequent thereto.

In the meantime, Bonneville determined that rather than accomplish a physical relocation of the facilities as they then existed, it would be better for all concerned if a whole new plan of service were devised. Accordingly, a new substation was constructed near Cascade Locks and a new line tap constructed at a cost to the Bonneville Power Administration of approximately $142,000.00. However, this would not have been done if it had not been for the State's request, since the existing facilities were adequate.

Since the new plan of service was the direct result of the request of the Oregon State Highway Department that Bonneville relocate the major portion of the Bonneville-Cascade Locks line, it is the State's responsibility to bear the proportionate cost that they would have been responsible for had Bonneville actually relocated the existing facility, i.e., $37,900.00.

We herewith request that the State of Oregon take immediate steps to reimburse the Bonneville Power Administration in the amount of $37,900.00, as its share of costs incurred by the Bonneville Power Administration in accordance with the terms of Contract No. Ibp-3755.

Very truly yours,

John V Mulcahy

John V. Mulcahy
Chief, Branch of Land

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 29 1961

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

I-80N-2(20)39
5829

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 28, 1961

Mr. C. G. Polk, Division Engineer
U. S. Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Pole Line Permit
Project I-80N-2(20)39
City of Cascade Locks

Dear Sir:

Attached are three identical copies of a permit we propose to issue to the City of Cascade Locks, covering the construction of a power pole line along and across the Columbia River Highway near the westerly limits of Cascade Locks.

This installation is a relocation of a former existing facility as required by our construction. It appears that the installation complies in all respects with the policy regarding utilities on Interstate Highway rights of way.

If the permit as prepared meets with your approval, will you please so indicate on the executed copy of the permit and return same for our files. The two conformed copies of the permit are intended for your use.

Very truly yours,

R. B. Sipprell
Director of Permits

By

Original signed by R. P. Hamilton

R. P. Hamilton
Utilities Permit Engineer

RPH:dw
Encls. 3

cc: Mr. P. M. Stephenson

RECEIVED
MAR 2 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

I-80N-2(20)39
5829

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 28, 1961

Mr. Norman P. Barnes
Foress Company
Box 667
Corvallis, Oregon

Dear Sir:

The attached working drawings for Type "J" Signs on the Multnomah County Line-East Cascade Locks Section, Contract No. 5829, have been checked and are approved as noted.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By Orig[illegible] by
F. B. C[illegible]

F. B. Crandall
Traffic Engineer

DRA:cs

bc: G. S. Paxson
Tom Edwards

NOTED
G. S. PAXSON

RECEIVED
MAR 2 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 14 1961
FOR FILING

I-80N-2(20)39

5429

February 14, 1961

Multnomah Co. Line-
E. Cascade Locks Section
Columbia River Highway
Hood River County
Project No. I-80N-2(20)39

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your information and files are copies of Order for State Force Work, in the amount of $10,150, covering railroad flagging and protection on the subject project.

Reimbursement will be based on bills submitted by the Union Pacific Railroad in accordance with the agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

2 copies SFO #3

RECEIVED
FEB 13 1961
FOR FILING

I-80N-2(20)39

5829

February 10, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering directional signing on the Multnomah County Line-E. Cascade Locks Section of the Columbia River Highway in Hood River County, Contract No. 5829, in connection with Federal Aid Project No. I-80N-2(20)39.

This work is necessary for the direction and guidance of traffic during construction. This is an anticipated item in this contract and funds were included in the Project Authorization to cover it.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
JAN 27 1961
FOR FILING

I-80N-2(20)39

5829

January 26, 1961

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County, Contract No. 5829, in connection with Federal Aid Project No. I-80N-2(20)39.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enc.
DBP:cr

RECEIVED

I-80N-2(20)39

5829

January 9, 1961

Oregon State Highway Commission

Gentlemen:

Effective 8 a.m., January 5, 1961, approval was granted for the establishment of a 35-mile-per-hour construction speed zone on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway.

Your concurrence is requested in the establishment of a 35-mile-per-hour construction speed zone on the Columbia River Highway, No. 2, Multnomah County Line-East Cascade Locks Section, between M.P. 40.22 and M.P. 43.78, in Hood River County.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

VPJ:pk me

cc G. S. Paxson
F. B. Crandall

RECEIVED
AN 25 1961
FOR FILING

I-80N-2(20)39

5429

408 State Highway Building
Salem, Oregon

January 24, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. R. L. Porter
Office Engineer

C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

Multnomah County Line-E. Cascade Locks Section
Columbia River Highway, Project I-80N-2(20)39

We hereby approve the sketch and estimate dated January 11, 1961 submitted by City Light, City of Cascade Locks for the adjustment of their facilities. The State-City agreement was approved in connection with Project I-80N-2(11)49.

Authorization to proceed with the work is granted as of January 17, 1961. Approval is subject to the provisions of PPM 30-4.

Porter

NOTED
[illegible]

RECEIVED
JAN 17 1961
FOR FILING

I-80N-2(20)39

5829

January 17, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Mult. Co. Line-E. Cascade Locks Sec.
Columbia River Highway
Hood River County
Project I-80N-2(20)39

Herewith are two copies each of the estimate and sketch prepared by the City of Cascade Locks covering the adjustment of its light facilities in connection with construction of the subject project.

This work is covered in the City-State agreement for constructing the Interstate Highway in the vicinity of Cascade Locks. The agreement was approved by the BPR April 29, 1960, in connection with construction of Project I-80N-2(11)41, State Highway Contract No. 5639.

Your approval of this work and authorization to proceed as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

RECEIVED
JAN 16 1961
FOR FILING
I-80N-2(20)39
5829

January 13, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on December 27, 1960, on Contract No. 5829, Multnomah County Line-E. Cascade Locks Section, in Hood River County, in connection with Federal Aid Project No. I-80N-2(20)39.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
AN 13 1961
FOR FILING
1-40N-2
5721

January 12, 1961

Mr. Vernie Jarl
P. O. Box 507
Gresham
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> **Contract #5829, awarded Dec. 28, 1960, for grading-paving-structures-signing on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

1-40N-26-19

5229

January 5, 1961

Mr. Lee Bown
Deputy Superintendent
Department of State Police
107 Public Service Building
Salem, Oregon

Dear Mr. Bown:

Effective 8:00 A.M. January 5, 1961, approval was granted for the establishment of a 35 MPH construction speed zone on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway between M.P. 40.22 and M.P. 43.78.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

pk
bc: G. S. Paxson ✓

G. S. PAXSON

RECEIVED
JAN 6 1961
OFFICE OF
[illegible] ENGINEER

RECEIVED
DEC 30 1960
FOR FILING
1-80N-2(20)
5829

December 29, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading, paving, structures and signing on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County, Project I-80N-2(20)39, to Vernie Jarl on the basis of the bid of $1,363,736 submitted on December 9, 1960.

All rights of entry required for this contract are acquired. All rights of access to or from abutting properties are either (1) denied by law, or (2) have been acquired, or (3) are being acquired in condemnation proceedings which have been commenced and which will be prosecuted to completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:sw

RECEIVED

I-80N-2(20)39

5829

408 State Highway Building
Salem, Oregon

December 29, 1960

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project I-80N-2(20)39

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project I-80N-2(20)39, Multnomah County Line-East Cascade Locks Section of the Columbia River Highway, we hereby concur, as of this date, in award of Contract No., 5829 to Vernie Jarl, of Gresham, Oregon, low bidder in the amount of $1,363,736.00 at the December 9, 1960 bid opening.

Porter

NOTED
FORREST COOPER

RECEIVED

I-80N-2(20)39

5829

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 19, 1960

SUBJECT: File 32527
OWRR & N Co. Agreement
Eagle Creek-Cascade Locks Sec.
Columbia River Highway

To: Mr. Floyd Query

Util. Co. Line.
Cascade Locks

Herewith I hand you for execution and acknowledgement by the Highway Commission duplicate counterparts of agreement with Oregon-Washington Railroad and Navigation Co., Union Pacific Railroad Co., Lessee, in the above titled project. After execution and acknowledgement both copies should be returned directly to me for further handling.

There is stated an "effective date" on page 11 of the agreement which will be filled in by me later when the information is available.

J. W. DeSOUZA

JWD:ks
attach.

cc: G. S. Paxson

RECEIVED
DEC 19 1960
OFFICE OF
[illegible] ENGINEER

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 19, 1960

Mr. G. H. Baker, Supt.
Union Pacific Railroad Co.
2525 No. Larrabee Avenue
Portland 17, Oregon

Re: File 32527
Eagle Creek-Cascade Locks Sec.
Columbia River Highway
OWRR & N Co. Agreement

Dear Mr. Baker:

I am today forwarding to the Secretary of the Highway Commission for execution and acknowledgement by the Commission duplicate counterparts of supplementary agreement, covering additional right of way on the Columbia River Highway in Hood River County, your file D 315-2-79. As soon as they have been executed and acknowledged by the Highway Commission both copies will be forwarded to you for execution by the railroad companies.

Eventually ten additional copies of Exhibit "A" and Schedule "I" will be necessary for distribution in this department. It will be appreciated if preparation of the Exhibit and Schedule can be started and forwarded to me in advance of final execution of the instrument in order that there will be no delay. Schedule "I" appears to have been multigraphed by you, so it should be a simple matter to run additional copies. If done in this office we would have to cut new mats and run the desired number of copies. Your cooperation in this matter will be appreciated.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD:ks

cc: G. S. Paxson
Floyd Query

RECEIVED
DEC 19 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 19 1960
FOR FILING
1-FCN-2(20)39
[illegible]

Salem, Oregon
December 15, 1960

Mr. J. W. DeSouza

Herewith one copy of the agreement between the Union Pacific Railroad Company and the State covering the Multnomah County Line-Cascade Locks Section of US30. You have the other copy on your desk.

If these meet with your approval, please have them endorsed and send both copies to the Highway Commission for immediate execution. The agreement has been checked by both the Construction and Right of Way Divisions. We will need three copies with exhibits to submit to the Bureau of Public Roads for its approval.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

RECEIVED
DEC 14 1960

FOR FILING
I-80N-2(20)39

5427

December 14, 1960

Multnomah Co. Line-E.
  Cascade Locks Section
Columbia River Highway
Hood River County
Project No. I-80N-2(20)39

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are the following data covering the adjustment of the facilities of the Pacific Telephone and Telegraph Company in connection with construction of the subject project:

1. Two copies of Assistant Counsel's letter which establishes the obligation of the State to reimburse the Company for portions of the adjustment.

2. Two copies of the Company's estimate for making the revisions.

3. Two copies of the sketch as prepared by the Company showing the revisions.

Your approval of the agreement and authorization to proceed with the work as of this date under the provisions of PPM 30-4, are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

Enc.

RECEIVED
1960
FOR FILE
1-90N-2(20)39

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

5429

DECEMBER 9, 1960

(Ref. File: D 315 - 2 - 79)

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

Multnomah County - Cascade Locks Section
Columbia River Highway - Hood River County

Referring to your letter of October 24th and supplementing my letter of November 17th regarding agreement for proposed reconstruction of section of highway indicated above:

Attached for your consideration are signatory copies of draft of easement agreement between the Railroads and the State of Oregon, covering additional area to be used by Highway in connection with reconstruction of the highway.

Will you please examine the document and if satisfactory arrange for execution on behalf of the Highway Commission, after which both counterparts should be returned to me for submission to my Principals. The date of agreement on page 1 and effective date on page 11 should be filled in at the time document is signed by Highway Commission.

When the agreement has been completed a fully-executed counterpart will be returned to you for your records.

NOTED
G. S. PAXSON

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

encs.

RECEIVED
DEC 13 1960
OREGON
STATE HIGHWAY COMMISSION

Copy to DeSouza 12/16/60

RECEIVED
NOV 18 1960
FOR FILING

1-80N-2(25)29

5477

November 1[illegible], 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Re: Multnomah County Line-
Cascade Locks Section
Columbia River Highway
Hood River County

Dear Sir:

For your file, I am attaching a copy of a letter from the Union Pacific Railroad Company detailing the estimated flagmen and watchmen services on the above project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

cc to: Mr. W. C. Williams
Mr. Tom Edwards
Mr. R. L. Porter

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

NOVEMBER 17, 1960

(Ref. File D 315 - 2 - 79)

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

Multnomah County Line, Cascade Locks Section
Columbia River Highway - Hood River County

Referring to your letter of October 24th regarding agreement for proposed reconstruction of section of highway indicated above:

The estimated cost for engineering, inspection, watchman and flagman services to be furnished by Railroad Company at expense of State in connection with this work, is $10,150, made up of the following detail:

Engineer-Inspector, 6 months at $610.	$ 3,660.
Expenses 6 months at $250.	1,500.
Car Rental 6 months at $150.	900.
Watchman, 88 days, 8 hrs. per day at $2.15 per hr.	1,514.
88 Hrs. Overtime at $3.25	286.
Employee Benefits, Insurance, etc. 25%	1,365.
Contingencies	925.
Total	$10,150.

Agreement covering additional area to be used by Highway in connection with reconstruction of the highway is now being prepared and will be forwarding it to you for consideration by the Highway Department in the very near future.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

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NOV [illegible] 1960

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1960

FOR FILE

408 State Highway Building
Salem, Oregon

November 17, 1960

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

I-80N-2(20)39

5124

L. G. Polk, Division Engineer
08-35.1 Salem, Oregon

I 80N-2(20)39

Oregon Project I-80N-2(20)39

We have today approved the P. S. and E. documents for Oregon Project I-80N-2(20)39, Multnomah County Line-E. Cascade Locks Section of the Columbia River Highway.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending receipt of the signed agreement between the State and the Union Pacific Railroad covering work to be done under this project.

Approval of the item for railroad flagging is subject to final audit determination that the Engineering-Inspection amounts included in the special provisions and estimate are actually for watchman or flagman services.

Porter

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NOV 17 1960

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

I-90N-2(25)-7

5427

November 16, 1960

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Right of Way Status
Multnomah County Line-
East Cascade Locks
Section
Columbia River Highway

Dear Sir:

All rights of way have been cleared on this project with the exception of the Union Pacific Railroad ownership.

Because of underground drainage structures, the Railroad has insisted that this be tied in and negotiated as part of the construction agreement.

Mr. Paxson advises me that the Railroad has promised that the signed agreement will be in his hands no later than December 9, 1960.

Very truly yours,

WALTER T. WRIGHT
Right of Way Engineer

WTW:mg

cc Mr. Forrest Cooper ✓
Mr. L. I. Lindas
Mr. R. L. Porter

NOTED

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NOV 17 1960
OFFICE OF
STATE HIGHWAY ENGINEER

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NOV 15 1960
FOR FILING
1-RRN-2 ([illegible])-7
5727

Salem, Oregon
November 15, 1960

Bonneville-Cascade
Locks Section

Mr. R. L. Porter

The Union Pacific Railroad Company has given me the following estimate of railroad reimbursable costs on the above section. These were given by telephone and are to be confirmed by letter later.

Inspection:			
Salaries	6 Months at $610	$3,660	
Expenses	6 Months at $250	1,500	
Car Rental	6 Months at $150	900	
			$ 6,060
Watchmen and Flagmen:			
Salaries	704 Hours at $2.15	$1,514	
Overtime	88 Hours at $3.25	286	
			1,800
Unemployment, Sick Leave, Et Cetera:			
25% On Salaries		$1,365	
			1,365
Contingencies:			
12½% On Salaries and Expenses		$ 925	
			925
			$10,150

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

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NOV - 3 1960
FOR FILING
1-4CN-2 (60)-9

5427

November 3, 1960

1 pc.

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: Multnomah County Line-
Cascade Locks Section
Columbia River Highway
Hood River County

Attention: Mr. Didier

Dear Sir:

On October 22, I wrote you concerning changes in descriptions for easements between the Multnomah County Line and Cascade Locks, and in that letter I requested that you make certain changes in the descriptions previously submitted.

I am now attaching two copies of descriptions which have been revised in accordance with that letter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

Attach.

cc to: Mr. W. C. Williams

FORM E-30 50M 2-60 26118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 1, 1960

SUBJECT: File No. 28857 - Union Pacific Railroad

File No. 29473 - O.W.R. & N. Company

Dodson-Cascade Locks Section
Columbia River Highway
Hood River County

To: Mr. G. S. Paxson
Assistant State Highway Engineer
Office

Enclosed herewith are description revisions on the subject files. Both of these files have previously been sent to you, as the Properties Section of the Railroad Company has advised us that the areas involved were under the jurisdiction of the Railroad Operating Section.

In checking with Mr. Floyd Scott I have been informed that you are familiar with this latest description revision.

D H Moehring
D. H. MOEHRING
Assistant Right of Way Engineer

DHM:mr

Attachments

RECEIVED
NOV 3 1960
OFFICE OF
STATE HIGHWAY ENGINEER

DESCRIPTION ONLY

Union Pacific Railroad

Dodson-Cascade Locks Section

Hood River County

File No. 28857
RR 10-26-60
5B-8-21

Columbia River Highway

R/W

A parcel of land lying in Lots 2 and 3 of Section 14, Township 2 North, Range 7 East, W.M., Hood River County, Oregon; the said parcel being that portion of said Lots 2 and 3 included in a strip of land variable in width, lying on each side of the center line of the Columbia River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 1805+87.1, said Station being on the East line of Section 22, Township 2 North, Range 7 East, W.M., a distance of 552 feet Northerly from the Southeast corner of Government Lot 1 of said Section 22; thence North 59° 6' 30" East, along a line forming an angle of 58° 51' from North to Northeast with said East line of Section 22, a distance of 1713.2 feet to a point; thence Northeasterly along a spiral curve to the left the radius of which decreases from infinity to 11,459.16 feet and having a rate of change in curvature of 0.125 of a degree for each 100 feet of length, a distance of 400 feet to a point; thence Northeasterly along a curve to the left, having a radius of 11,459.16 feet, a distance of 61.7 feet to a point; thence Northeasterly along a spiral curve to the left, the radius of which increases from 11,459.16 feet to infinity and having a rate of change in curvature of 0.125 of a degree for each 100 feet of length, a distance of 400 feet to a point; thence North 56° 48' East, a distance of 1751.5 feet to a point; thence Northeasterly along a spiral curve to the left, the radius of which decreases from infinity to 5,729.58 feet and having a rate of change in curvature of 0.25 of a degree for each 100 feet of length, a distance of 400 feet to a point; thence Northeasterly along a curve to the left, having a radius of 5,729.58 feet, a distance of 1860 feet to center line Station 1871+73.5, said center line crossing the South line of said Lot 3 and the North line of said Lot 2 approximately at center line Stations 1844+80 and 1867+75, respectively.

The widths in feet of the strip of land above referred to (when measured radially to said center line) are as follows:

Station	to Station	Width on Northwesterly Side of Center Line	Width on Southeasterly Side of Center Line
South line of said Lot 3	1851+00	230	
1851+00	1855+70	230 in a straight line to 280	
1855+70	1859+00	280 in a straight line to 180	
1859+00	North line of said Lot 2	180	
South line of said Lot 3	1855+00		80
1855+00	1861+00		120
1861+00	North line of said Lot 2		80

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 16.5 acres.

ld/rw

DESCRIPTION ONLY

O. W. R. & N. Company

File No. 29473
RR 10-26-60
5B-8-21

Dodson-Cascade Locks Section

Hood River County

Columbia River Highway

R/W

PARCEL NO. 1

A parcel of land lying in the NW¼NW¼ of Section 23 and Lots 4 and 5 of Section 14, Township 2 North, Range 7 East, W.M., Hood River County, Oregon; the said parcel being that portion of said subdivisions lying Northerly of the old Columbia River Highway and included in a strip of land variable in width, lying on each side of the center line of the present Columbia River Highway, which center line is described as follows:

Beginning at Engineer's center line Station 1804+00, said Station being 869.05 feet South and 164.05 feet West of the Northwest corner of said Section 23; thence North 59° 06' 30" East, 1900.31 feet; thence on a spiral curve left (the long chord of which bears North 58° 46' 30" East) 400 feet; thence on an 11,459.16 foot radius curve left (the long chord of which bears North 57° 57' 15" East) 61.67 feet; thence on a spiral curve left (the long chord of which bears South 57° 08' East) 400 feet; thence North 56° 48' East, 838.02 feet to Station 1840+00, said center line crossing the West line of said NW¼NW¼ of Section 23 and the East line of Lot 4 of said Section 14 approximately at Stations 1805+87 and 1836+75, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
1804+00		1806+50	80	
1806+50		1813+00	80 taper to 200	
1813+00		1829+00	200	
1829+00		1840+00	175	
1804+00		1806+50		80
1806+50		1811+00		80 taper to 100
1811+00		1840+00		100

The parcel of land to which this description applies contains 14.3 acres.

PARCEL NO. 2 A temporary easement for channel change for the duration of project, over or on the following described parcel, to-wit:

A parcel of land lying in the NW¼NW¼ of Section 23, Township 2 North, Range 7 East, W.M., Hood River County, Oregon; the said parcel being bounded on the Southwesterly and Northeasterly sides by lines at right angles to the center line of the present Columbia River Highway at Engineer's center line Stations 1813+00 and 1815+00, respectively, and bounded on the Southeasterly and Northwesterly sides by lines which are parallel to and 200 feet Northwesterly and 300 feet Northwesterly, respectively, from said center line, which center line is described in Parcel #1.

The parcel of land to which this description applies contains 20,000 square feet.

fd/sm

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OCT [illegible] 960
FOR FILING
1-4EN-2(20)39

3927

October 26, 1960

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Attention: Mr. Didier

Dear Sir:

Reference is made to my telephone conversation with Mr. Didier yesterday, October 25, concerning questions as to the right-of-way descriptions and maps on the Multnomah County Line-Cascade Locks Section of the Columbia River Highway in Hood River County.

In the description for Parcel #1 submitted with my letter of July 7, 1959, we had started the description at Station 1804, which is west of the Multnomah County Line. This was done for convenience only and would simply confirm the easements which we now have in that area. Our records show the Multnomah County Line at Station 1805+87. Additional right of way required all lies east of the Multnomah County Line and is covered in the description starting at Station 1806+50.

Mr. Didier is correct. There is an error in the datum planes on the cross-sections between Stations 1826+11 and 1830+11. The elevation of the datum planes is shown 10 feet too low. Will you please correct this on the cross-sections in your files.

The question was raised as to access to the ends of the drainage tunnels in Lots 2 and 3 of Section 14. These drainage tunnels are driven from the elevation of the railroad and are many feet below the ground elevation in the area in question. We have no record of any risers from the tunnels to the ground surface and did not believe that any access to the ground over these tunnels would be necessary.

Mr. Didier is correct in pointing out a discrepancy in the width of the requested easement between Stations 1829 and 1840. The descriptions submitted with my letter of July 7, 1959 showed this width to be 170 feet, while the map submitted with my letter of September 9, 1960 shows the width to be 175 feet. The map is correct, and it is requested that you change the width shown in the descriptions to 175 feet.

On the first maps submitted, there was an error in the location of the east-and-west centerline of Section 14. It was our intention to show this 80-foot easement extending to the section centerline. The map with my letter of September 9, 1960 shows the correct location. You will note that we are not requesting any additional easement on the south side of the highway in Section 14, and that the map simply confirms the easement previously granted.

Should any other questions arise concerning this matter, please contact me by telephone.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:mo

cc to: Mr. W. C. Williams
Mr. Walter T. Wright
Mr. Floyd Scott

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OCT [illegible] 1960
FOR FILING

1-80N-2 (2.0)

5899

October 24, 1960

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: Multnomah County Line-
Cascade Locks Section
Columbia River Highway
Hood River County

Dear Sir:

Under date of September 9, I worte you enclosing prints of our drawings 8B-16-20 and 8B-16-21, which are maps and cross-sections showing the reconstruction of the Columbia River Highway in the section from the Multnomah County Line easterly to Cascade Locks. I have been verbally advised that our proposal has met with the tentative approval of your Omaha office.

This project is scheduled for the opening of bids on December 13, 1960. It is a project that is very badly needed, and anything that you can do to expedite the processing of the necessary agreements will be appreciated.

I would also appreciate an estimate of your flagging and inspection costs for the project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. R. H. Brown
Mr. W. C. Williams
Mr. Tom Edwards
Mr. Walter T. Wright

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OCT 1 - 1960
FOR FILING
1-90N-2([illegible])
5429

Salem, Oregon
October 4, 1960

Multnomah County Line-
Cascade Locks Section

Mr. Tom Edwards

I talked to Mr. Bunjer and Mr. R. M. Brown of the Union Pacific Company yesterday concerning the project across Ruckles Slide. Mr. Bunjer went over the cross-sections and stated that he did not think what we were doing would damage the railroad, and that if any slides were started, we would be the ones who would be affected first. He and Mr. Brown were going to Hood River yesterday afternoon, and I asked that they take a look at this section.

I have some hope that we may get an agreement with them in the near future.

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. Walter T. Wright

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SEP [illegible] 1960
FOR FILING
1-91N-2(X)3
[illegible]

September 9, 1960

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: Multnomah County Line-
Cascade Locks Section
Columbia River Highway
Hood River County

Dear Sir:

The reconstruction to interstate standards of the Columbia River Highway between the Multnomah County-Hood River County Line and West Cascade Locks will necessitate additional encroachments upon your property over and above those granted in the agreement between the State and the Railroad Company dated February 19, 1938. I am sending, under separate cover, a print of our Drawing 88-16-20 dated February 1960 and revised September 1960 showing in green the areas upon which encroachments were granted under the 1938 agreement, and in yellow the further encroachments requested for our reconstruction. I am also sending a print from our Drawing 88-16-21 dated February 19, 1960 showing cross-sections of our construction through this area.

In the 1938 agreement, the State and the Counties relinquished all areas granted under agreements between the Railroad Company and the Counties dated June 30, 1913 and August 17, 1914 for the area occupied by the original Columbia River Highway. The Forest Service has a garbage dump located in the SW¼ of the SE¼ of Section 14, Township 2 North, Range 7 East. This is on Government property. To provide access from the Eagle Creek Camp Ground to this garbage dump, we propose to establish a private road on the route of the original Columbia River Highway, as shown in brown upon the map. This will involve minor rehabilitation of the route over portions of your property and the reconstruction of a bridge over Ruckles Creek. This will also provide access for you to your property in Section 23 lying south of the highway. The State is requesting permission to build and operate this as a private road for the benefit of the Forest Service but not open to general traffic. The State will agree to provide any necessary maintenance on this private road either by its own forces or by agreement with the Forest Service.

Some discussion has been had previously with reference to this section, particularly concerning the drainage tunnels which you built and which are jointly maintained by the State and the Railroad Company imder the 1938 agreement. We are anxious to get this project under way in the near future, and if any questions arise concerning the design for the project, it is requested that you arrange a conference either in your offices or on the ground to go over the entire matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ea

cc to: Mr. R. H. Brown
Mr. W. C. Williams
Mr. Tom Edwards
Mr. Walter T. Wright

ENCR

CASC

OREGON STATE HIGHWAY DEPARTMENT
Located Line

ENCROACHMENT ON U.P.R.R. CO.

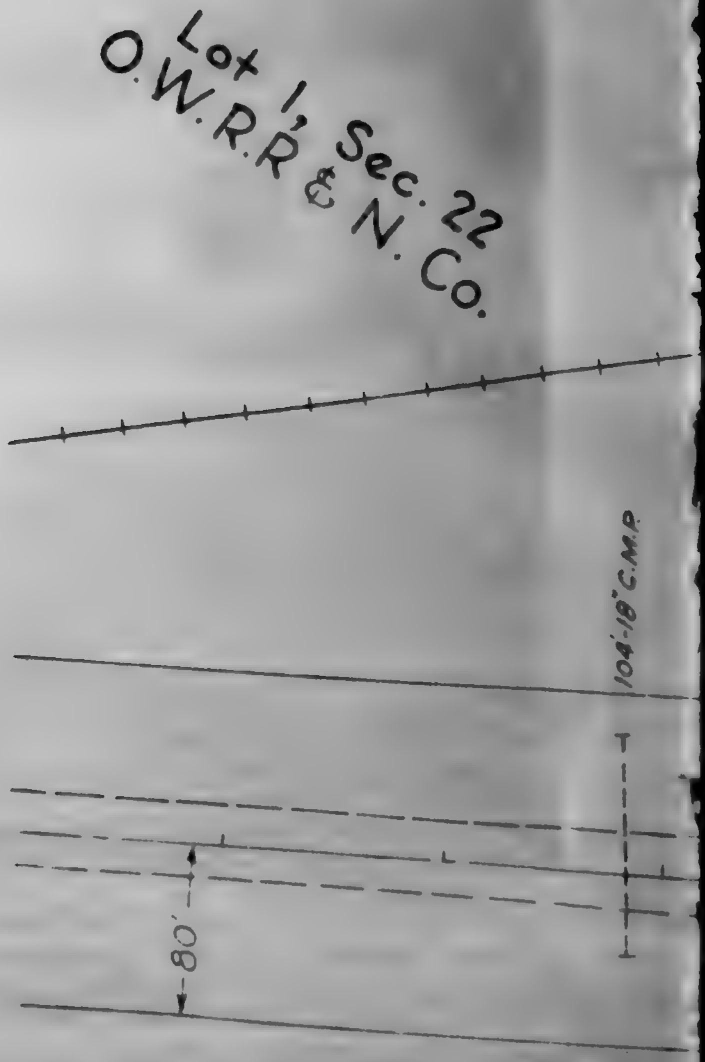
CASCADE LOCKS BY-PASS (Part 1 of 2)

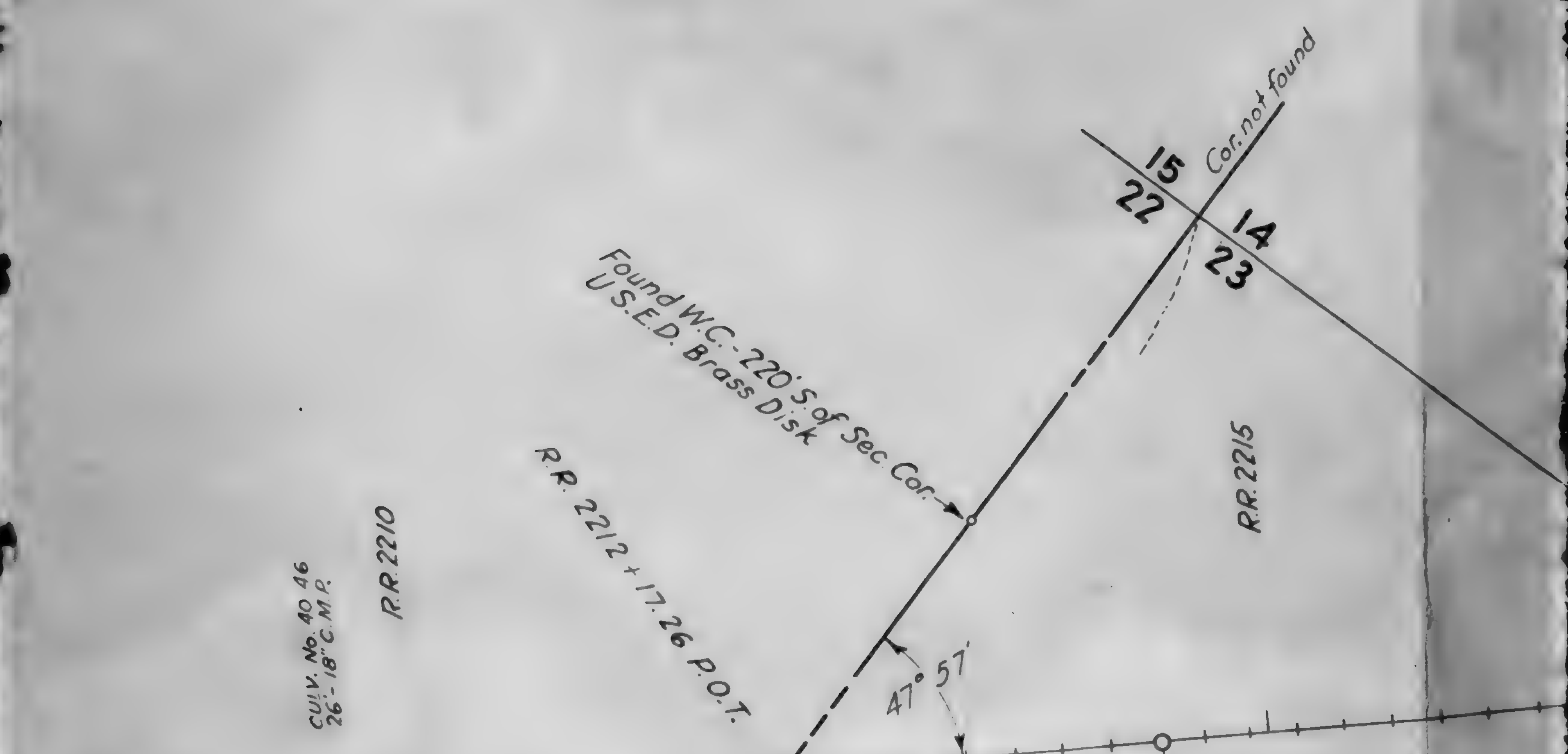
COLUMBIA RIVER HIGHWAY
Hood River County

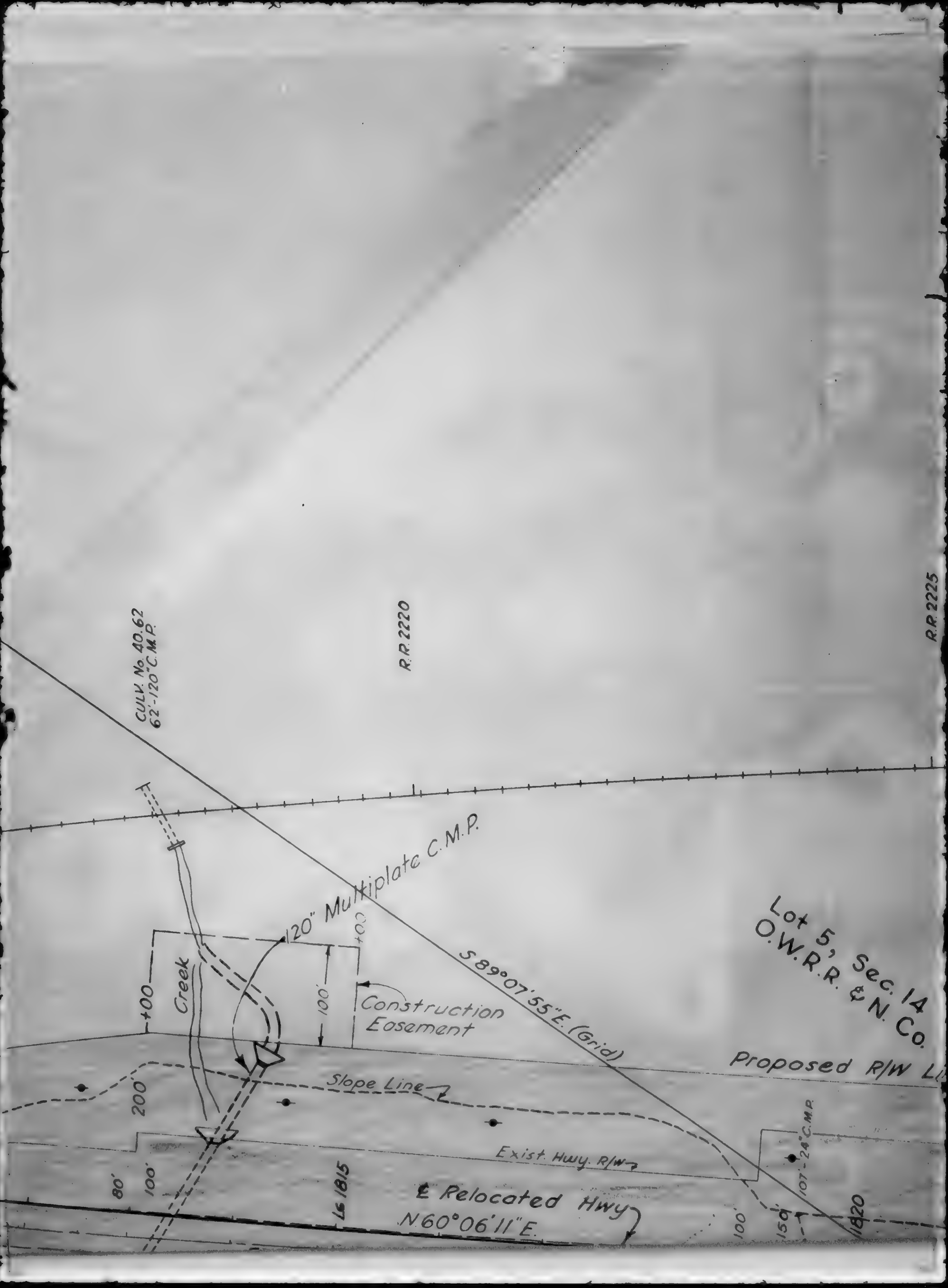
Scale 1" = 100'
Feb. 1960
Revised Sept. 1960

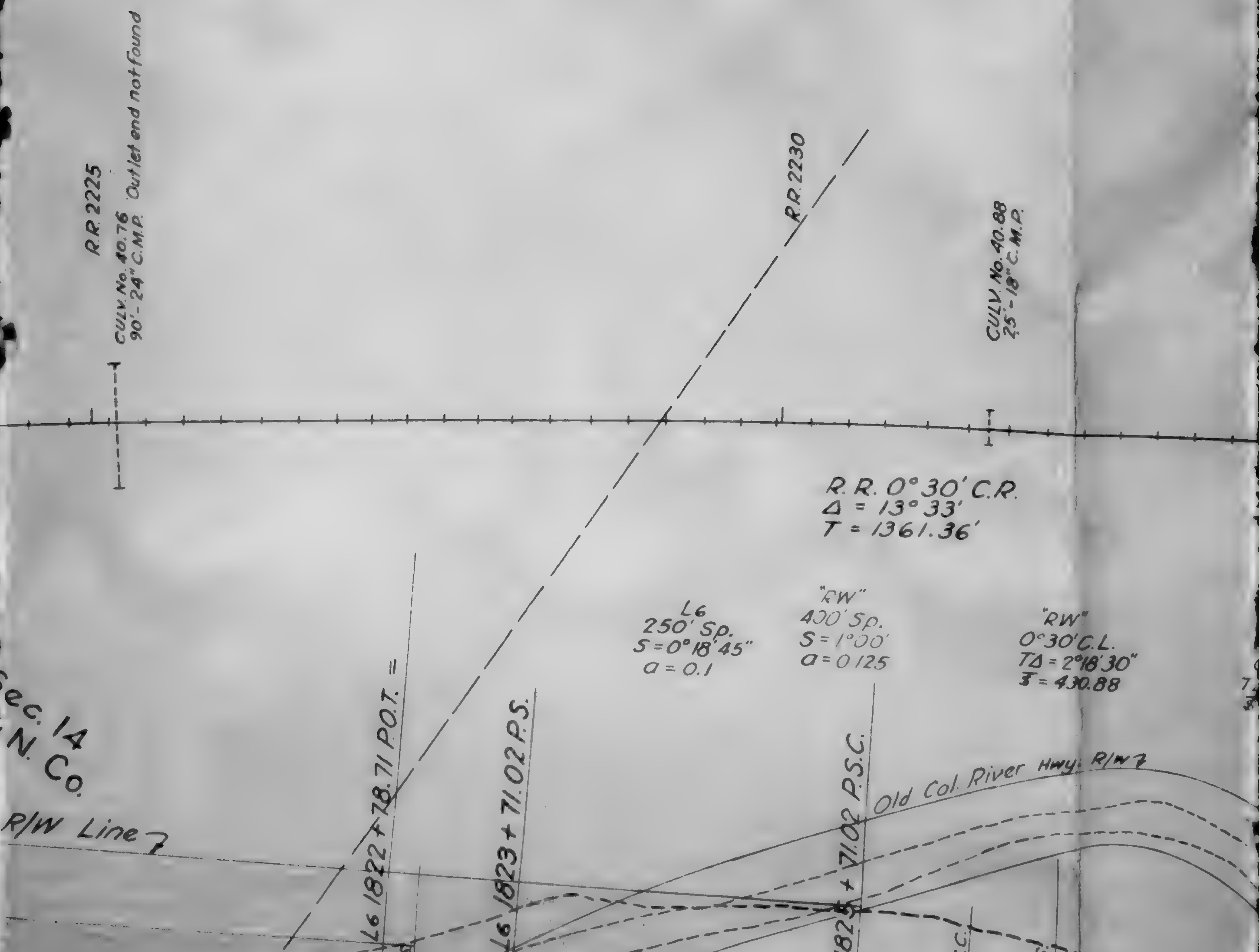
DWG. NO. 8B-16-20
File No. 29473

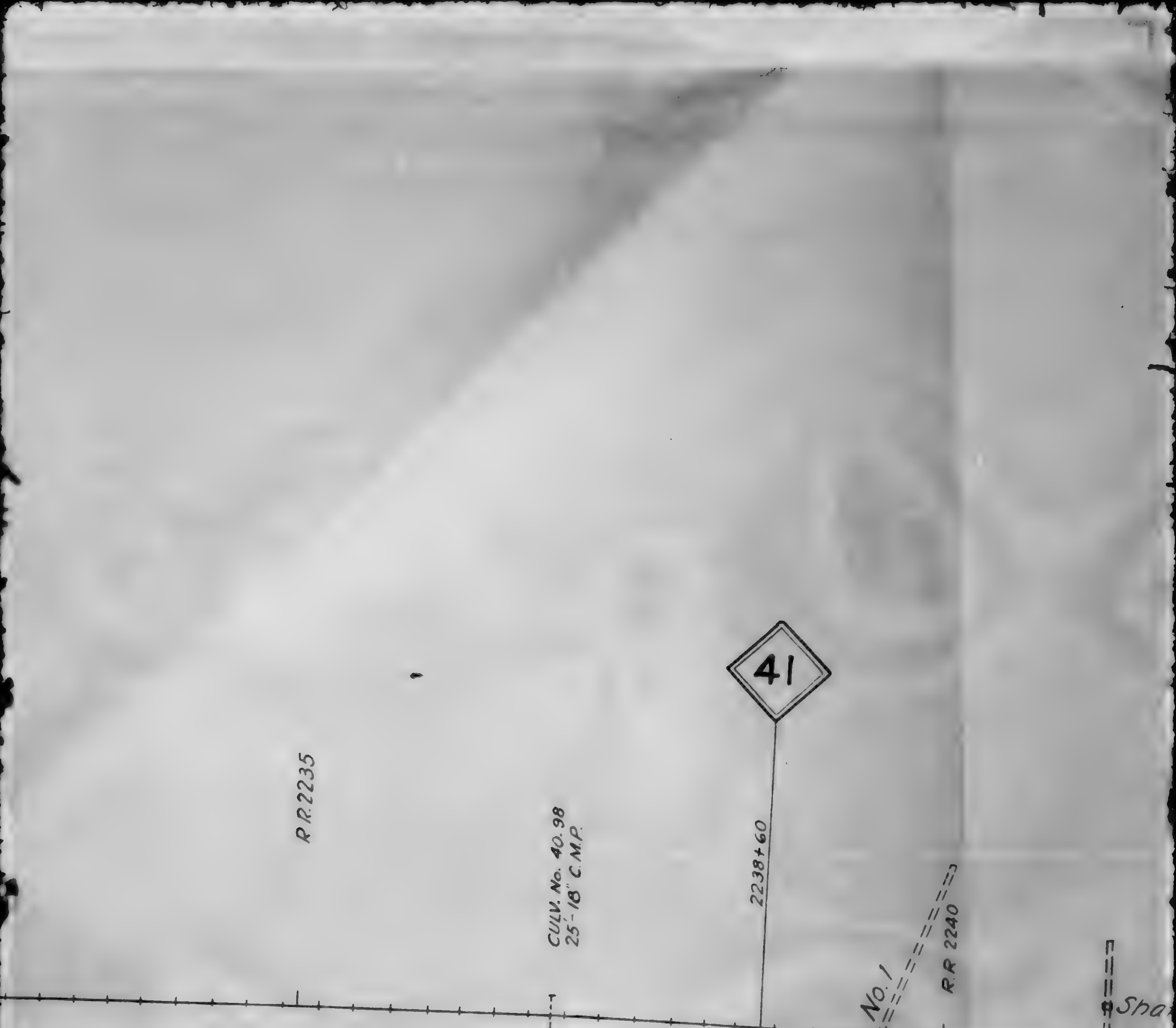
See R/W Map No. 8B-14-15, [illegible]
" " " 5B-8-21


Lot 1, Sec. 22
O.W.R.R & N. Co.
104'-18" C.M.P.
80'

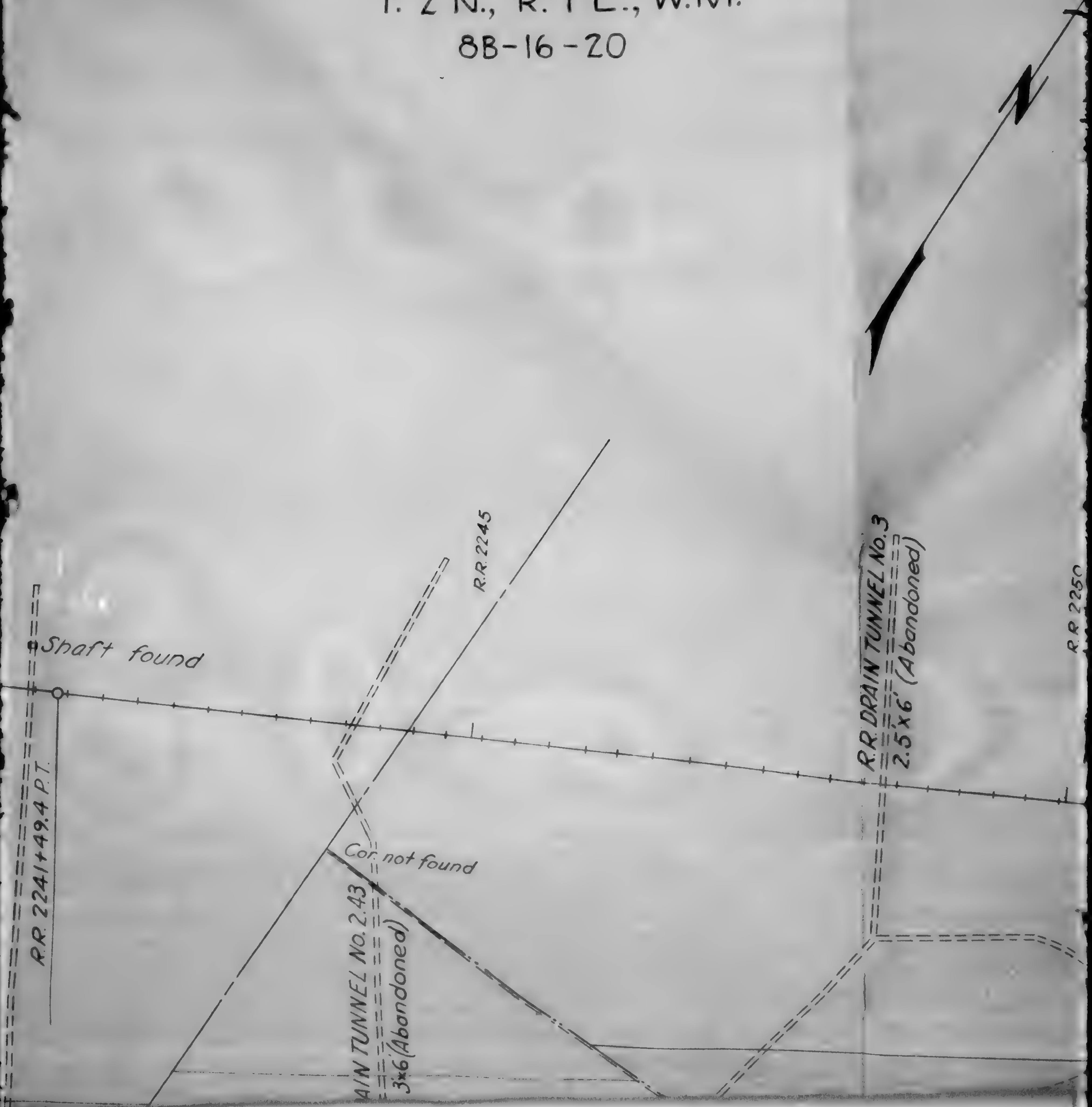

Cor. not found
15
22
14
23
Found W.C. - 220' S. of Sec. Cor.
U.S.E.D. Brass Disk
R.R. 2215
R.R. 2212 + 17.26 P.O.T.
R.R. 2210
Culv. No. 40 46
26'- 18" C.M.P.
47° 57'
R.R. 2214 + 39.4 P.C.
773'
+50
+87
104'-18" C.M.P.
Hwy. R/W
L.1810
915.57'

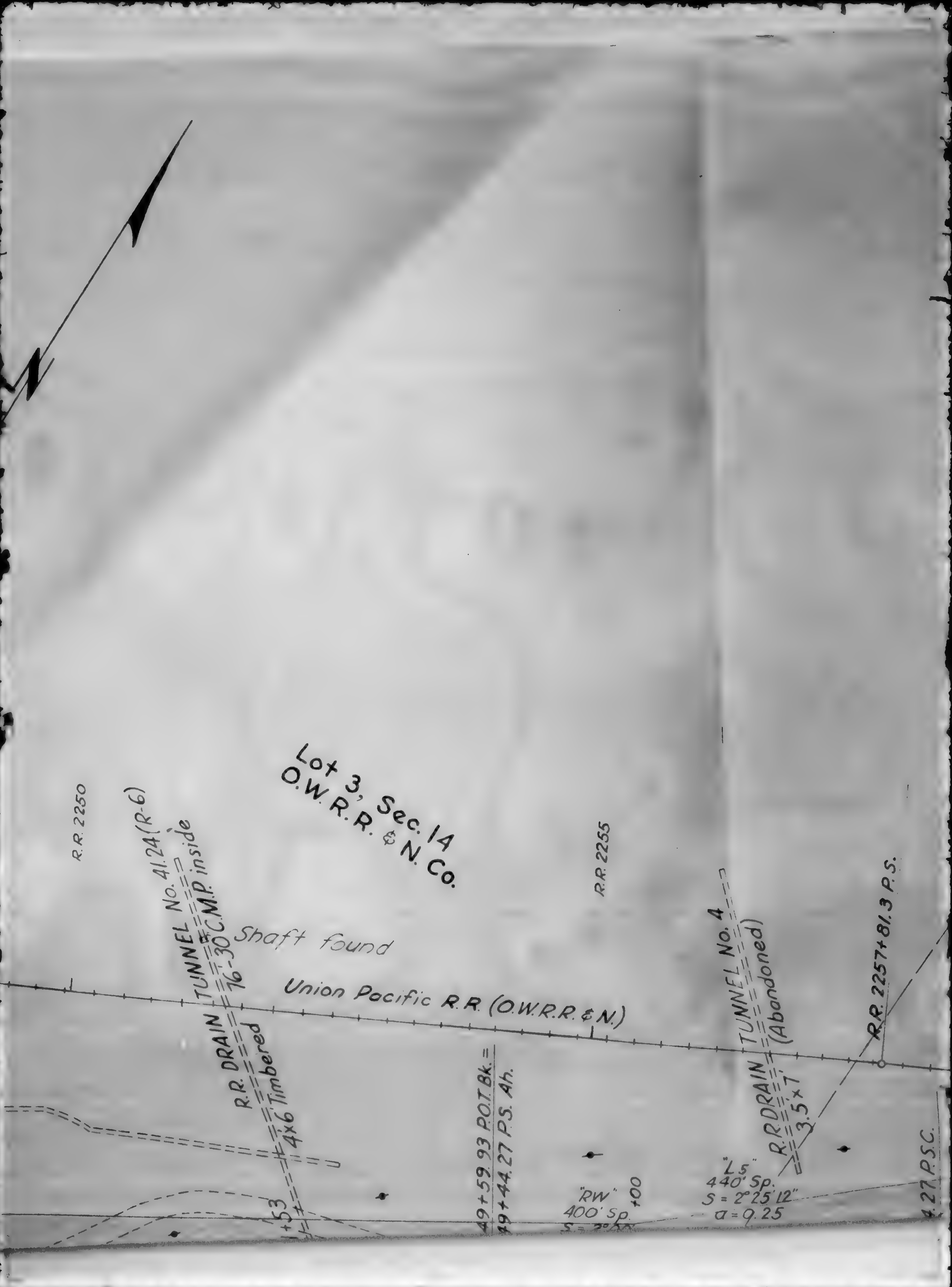

CULV. No. 40.62
62'-120" C.M.P.
R.R. 2220
R.R. 2225
120" Multiplate C.M.P.
+00
+00
Creek
100'
Construction
Easement
S 89°07'55"E. (Grid)
Lot 5, Sec. 14
O.W.R.R. & N. Co.
Proposed R/W Li
Slope Line
200'
Exist. Hwy. R/W
80'
100'
Ls 1815
℄ Relocated Hwy
N.60°06'11"E.
100
150
107'-24" C.M.P.
1820

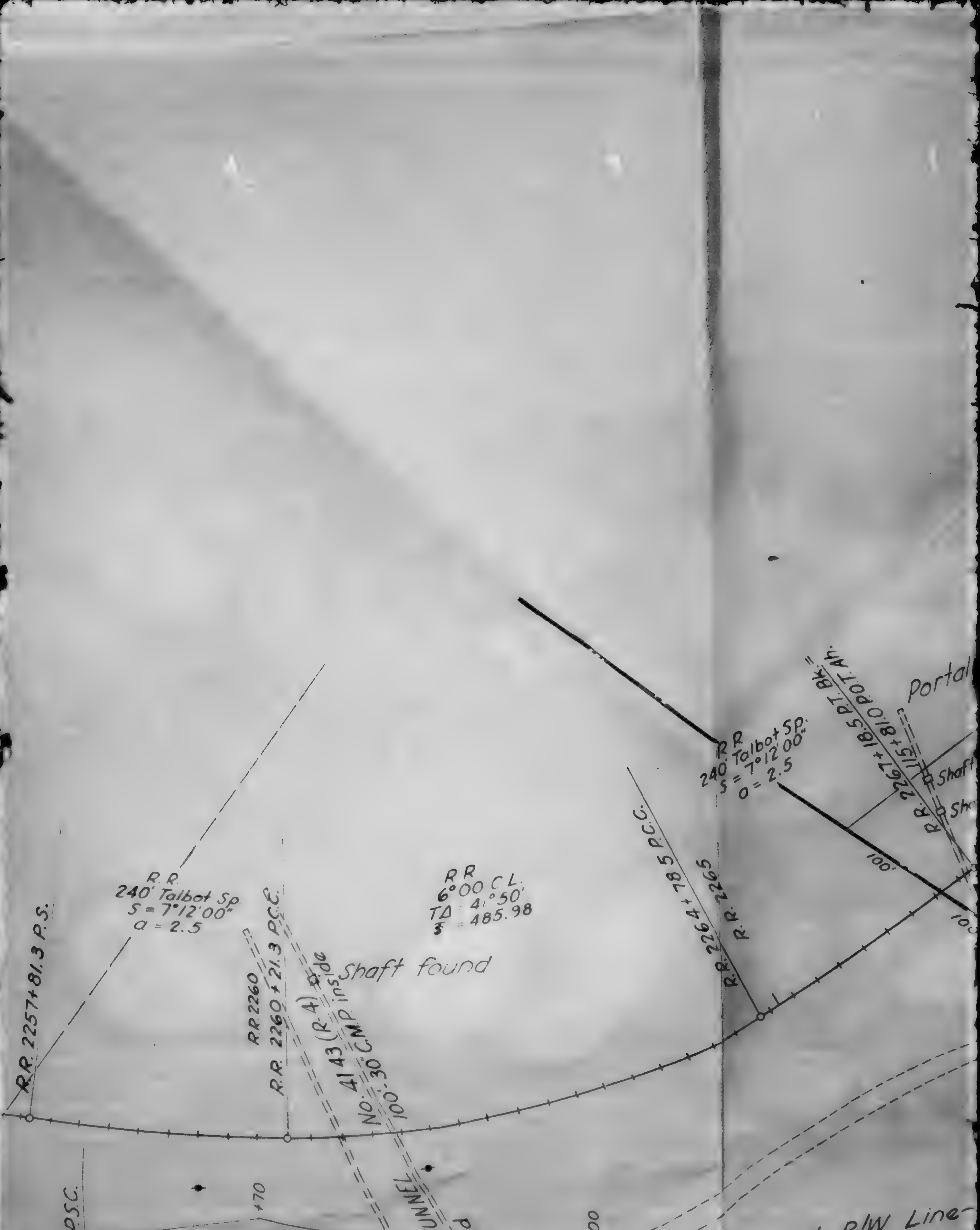

R.R. 2225
CULV. No. 40.76
90'-24" C.M.P. Outlet end not found
R.R. 2230
CULV. No. 40.88
25'-18" C.M.P.
R.R. 0°30' C.R.
Δ = 13°33'
T = 1361.36'
L6
250' Sp.
S = 0°18'45"
a = 0.1
"RW"
400' Sp.
S = 1°00'
a = 0.125
"RW"
0°30' C.L.
TΔ = 2°18'30"
T = 430.88
Sec. 14
N. Co.
R/W Line
L6 1822 + 78.71 P.O.T. =
L6 1823 + 71.02 P.S.
L6 1825 + 71.02 P.S.C.
Old Col. River Hwy. R/W
3+00.31 P.S.
0.31 P.S.C.
1.98 P.C.S.
50'
00'

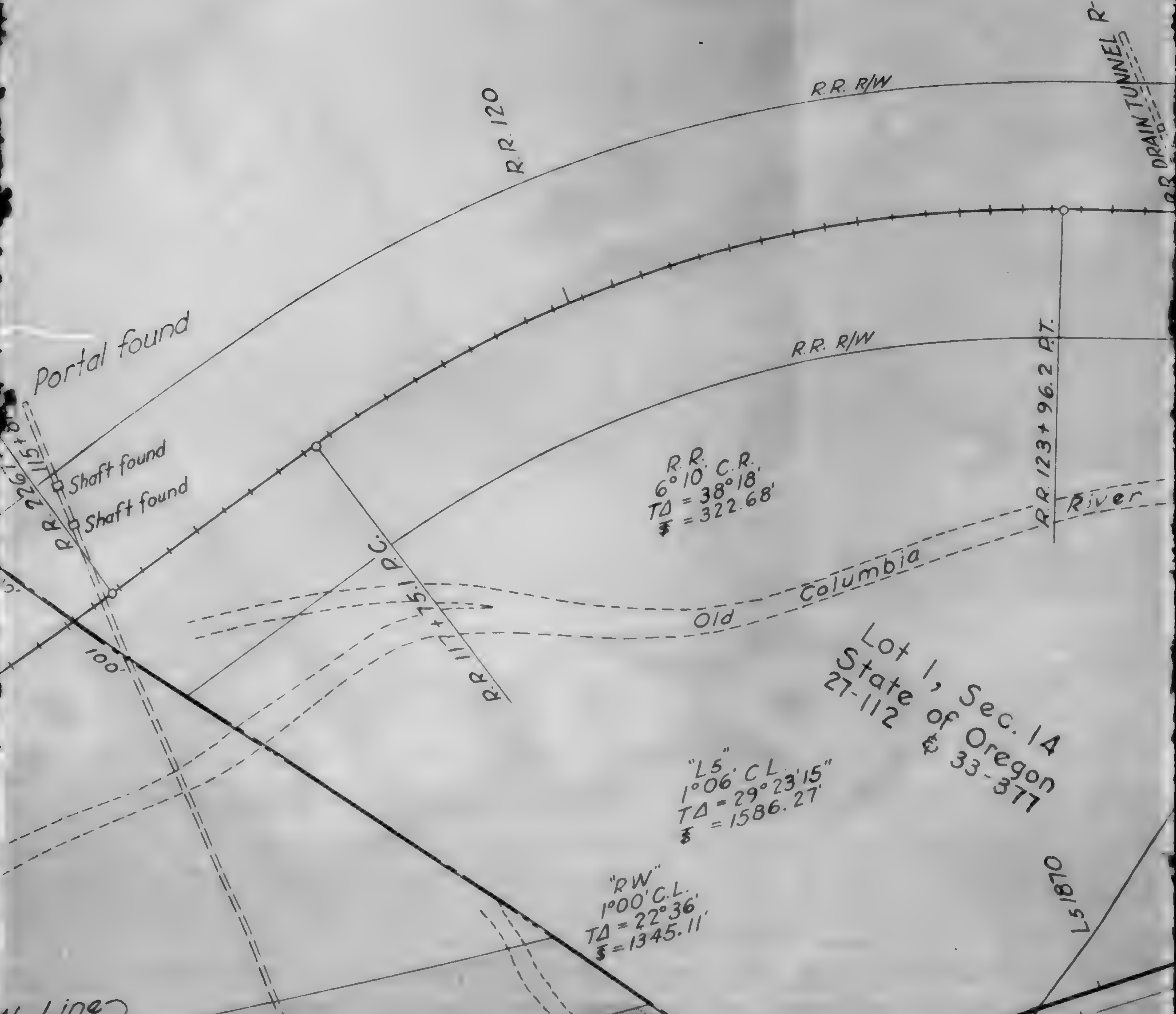

41
R.R. 2235
CULV. No. 40.98
25'-18" C.M.P.
2238+60
R.R. 2240
Sha
R.R. DRAIN TUNNEL No. 1
(Abandoned)
Lot 4, Sec. 14
N. of Hwy. R/W
O.W.R.R. & N. Co.
L6
0°15' C.L.
TΔ = 2°21'06"
T = 595.40
"RW"
400' Sp.
S = 1°00'
a = 0.125
L6
250' Sp.
S = 0°18'45"
a = 0.1
830
831+61.98 P.I.
833+11.69 P.C.S.
5
35+61.69 P.T.
+54.75 P.O.T. =
R.R. 2241+49.4 P.T.

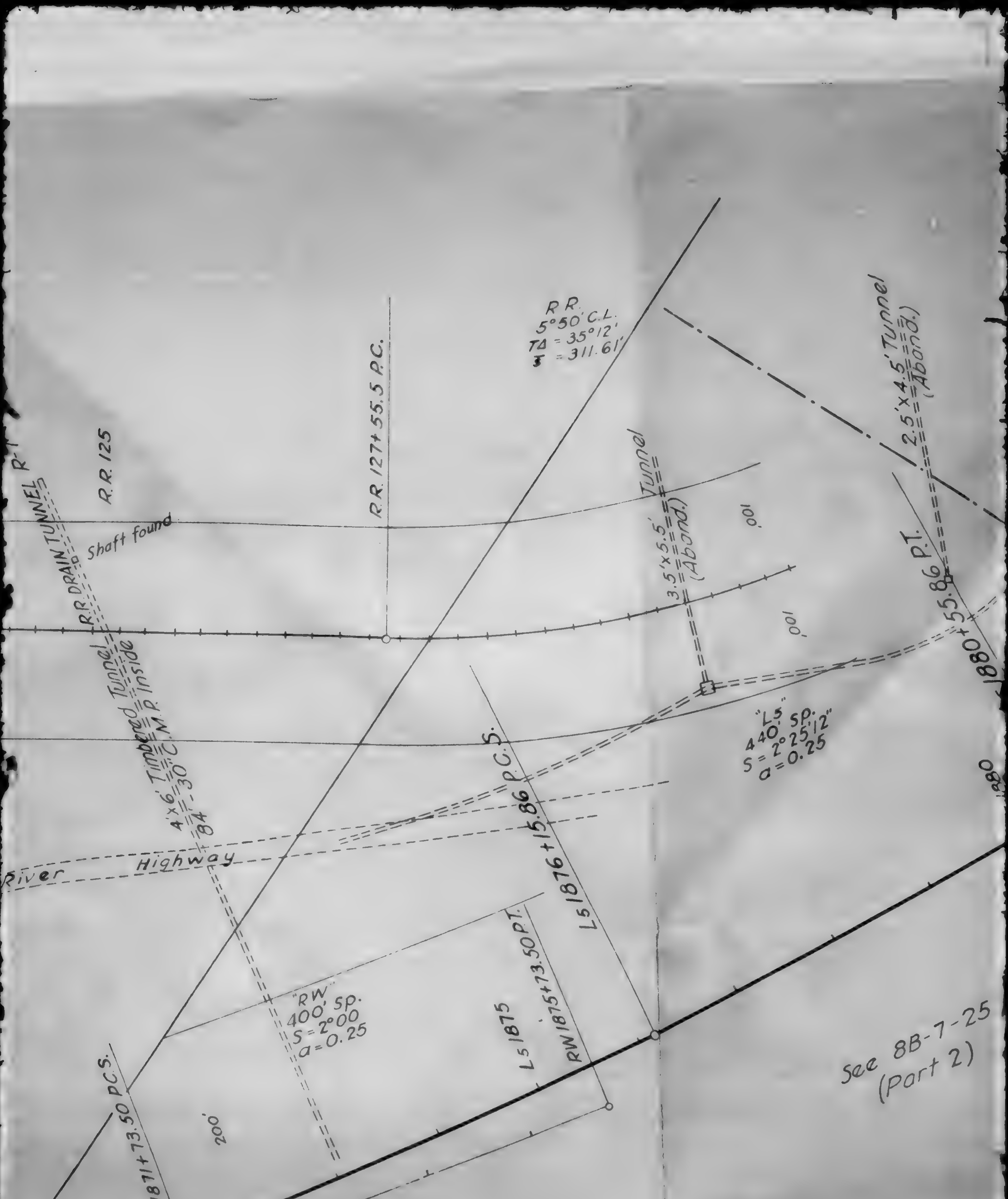
T. 2 N., R. 7 E., W.M.
8B-16-20

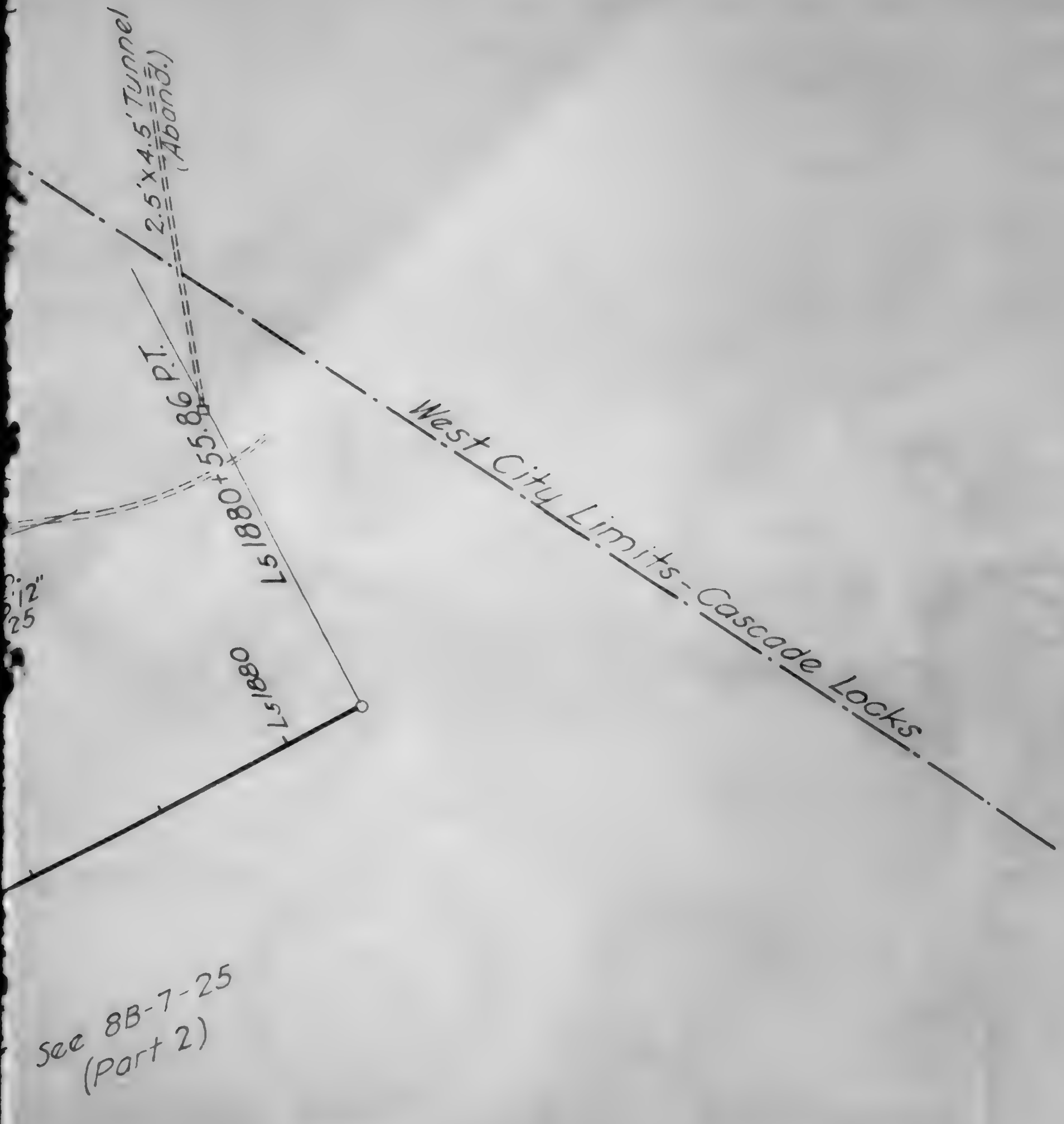

N
R.R. 2245
Shaft found
R.R. 2241+49.4 P.T.
Cor. not found
AIN TUNNEL No. 2.43
3×6 (Abandoned)
R.R. DRAIN TUNNEL No. 3
2.5'×6' (Abandoned)
R.R. 2250


Lot 3, Sec. 14
O.W.R.R. & N. Co.
R.R. 2250
R.R. 2255
R.R. DRAIN TUNNEL No. 41.24 (R-6)
16-30" C.M.P. inside
4x6 Timbered
Shaft found
Union Pacific R.R. (O.W.R.R. & N.)
R.R. DRAIN TUNNEL No. 4
(Abandoned)
3.5×7
R.R. 2257+81.3 P.S.
49+59.93 P.O.T. Bk. =
49+44.27 P.S. Ah.
"RW"
400' Sp.
+00
"Ls"
440' Sp.
S = 2°25'12"
a = 9.25
4.27 P.S.C.
+53


R.R. 2257+81.3 P.S.
R.R.
240' Talbot Sp.
S = 7°12'00"
a = 2.5
R.R. 2260
R.R. 2260+21.3 P.C.C.
No. 41 43 (R-4)
100'-30" C.M.P. inside
Shaft found
R R
6°00 C.L.
TΔ 41°50'
485.98
R.R. 2264+78.5 P.C.C.
R.R. 2265
R R
240' Talbot Sp.
S = 7°12'00"
a = 2.5
R.R. 2267+18.5 P.T. Bk.
115+81.0 P.O.T. Ah.
Portal
Shaft
Sh
100'
100
4.27 P.S.C.
+70
0'
+00
AIN TUNNEL
bered
Proposed R/W Line


R.R. DRAIN TUNNEL R-1
R.R. R/W
R.R. 120
Portal found
R.R. R/W
R.R. 226+7
115+8
Shaft found
Shaft found
R.R.
6°10' C.R.
TΔ = 38°18'
T = 322.68'
R.R. 123+96.2 P.T.
River
Columbia
Old
R.R. 117+75.1 P.C.
100'
Lot 1, Sec. 14
State of Oregon
27-112 & 33-377
"L5"
1°06' C.L.
TΔ = 29°23'15"
T = 1586.27'
"RW"
1°00' C.L.
TΔ = 22°36'
T = 1345.11'
L5 1870
W Line


R.R.
5°50' C.L.
TΔ = 35°12'
T = 311.61'
2.5'x4.5' Tunnel
(Abond.)
R.R. 127+55.5 P.C.
R.R. 125
R.R. DRAIN TUNNEL R-1
Shaft found
3.5'x5.5' Tunnel
(Abond.)
100'
100'
1880+55.86 P.T.
4'x6' Timbered Tunnel
84"-30" C.M.P. Inside
L5 1876+15.86 P.C.S.
"L5"
440' Sp.
S = 2°25'12"
a = 0.25
1880
River Highway
"RW"
400' Sp.
S = 2°00
a = 0.25
L5 1875
RW 1875+73.50 P.T.
RW 1871+73.50 P.C.S.
200'
See 8B-7-25
(Part 2)


2.5'x4.5' Tunnel
(Abond.)
West City Limits - Cascade Locks
Ls 1880+55.86 P.T.
12"
25
Ls 1880
See 8B-7-25
(Part 2)

Revised Sept. 1960

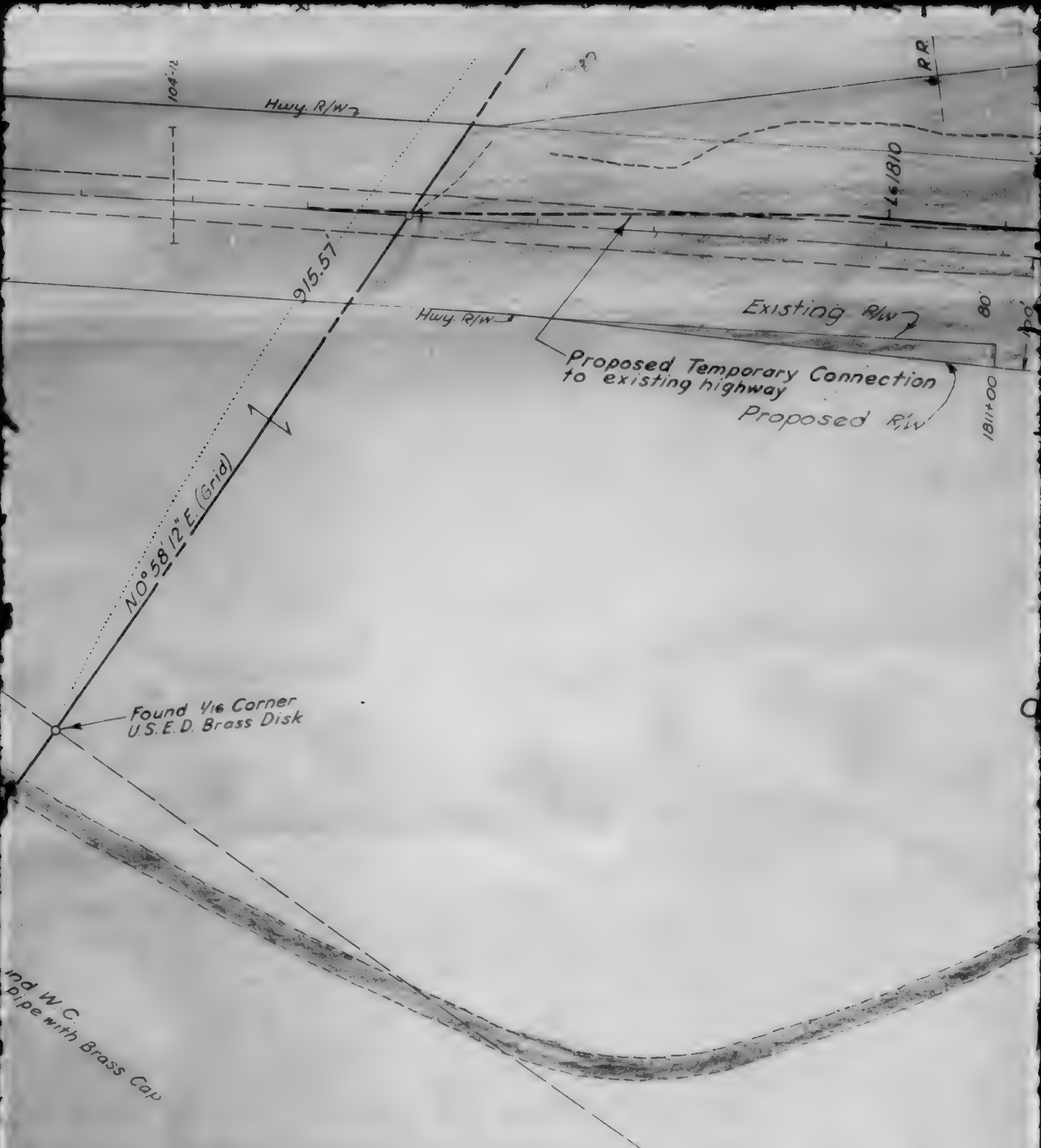
DWG. NO. 8B-16-20

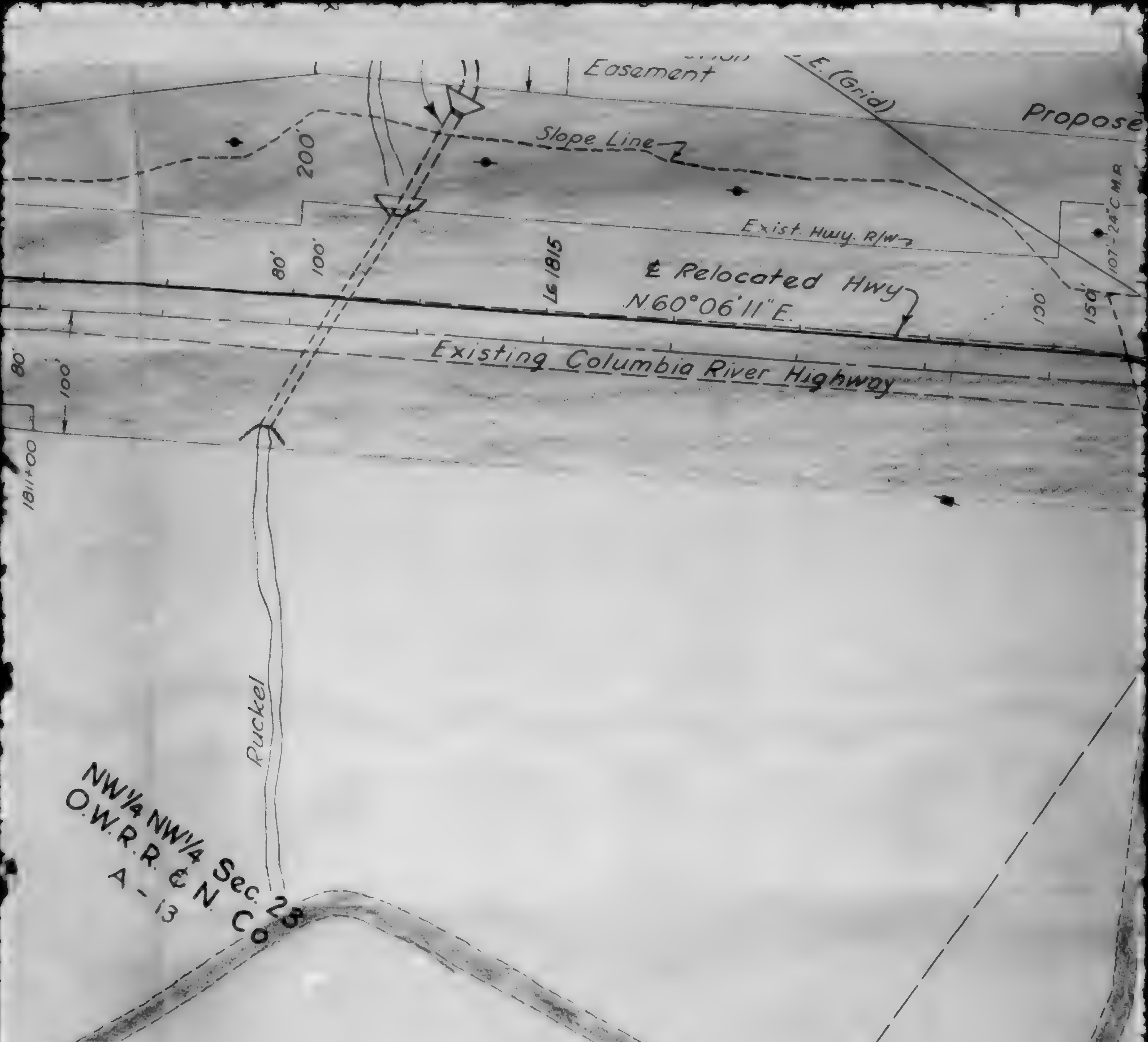
File No. 29473

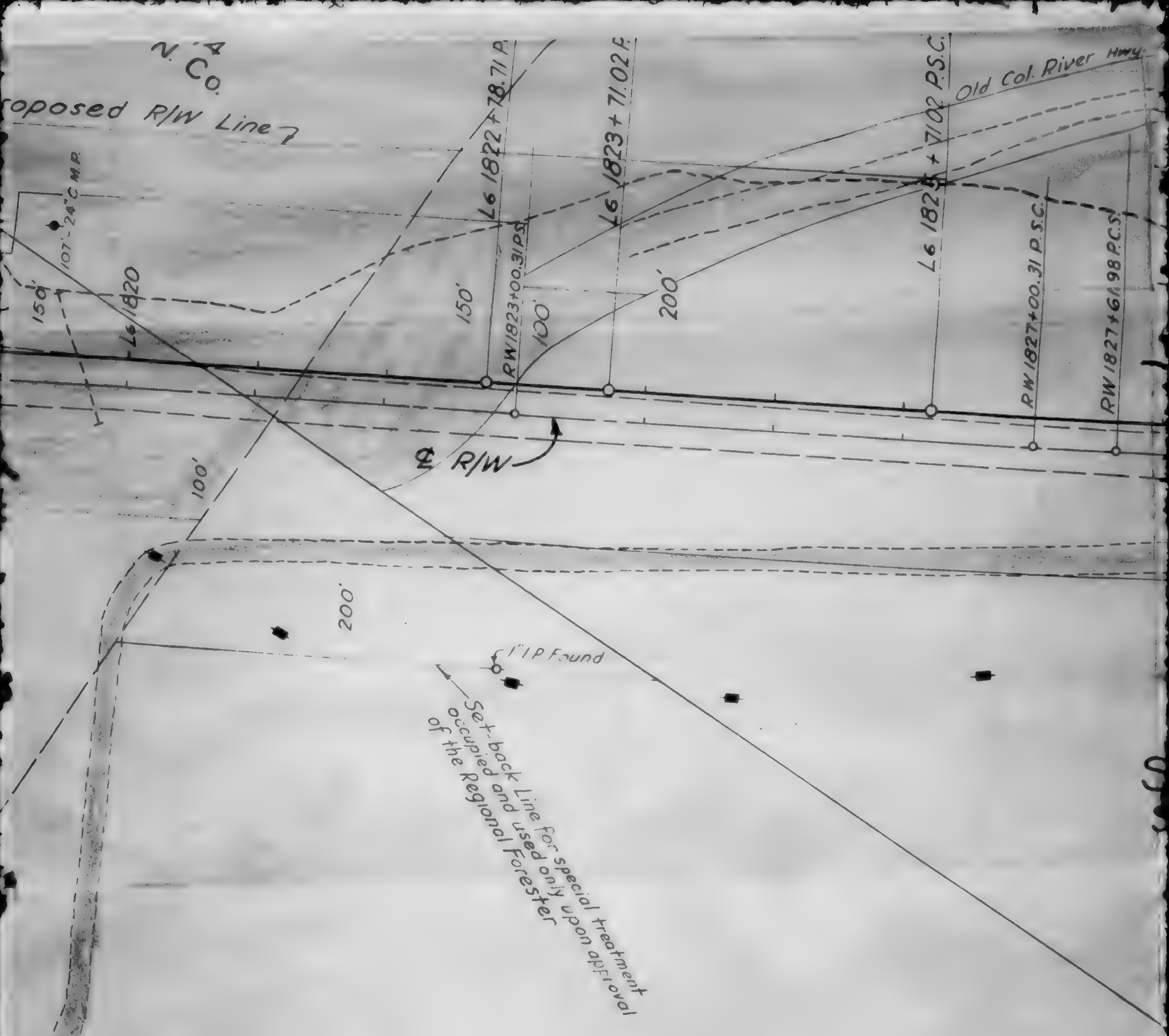
See R/W Map No. 8B-14-15, 8B-7-
" " " 5B-8-21

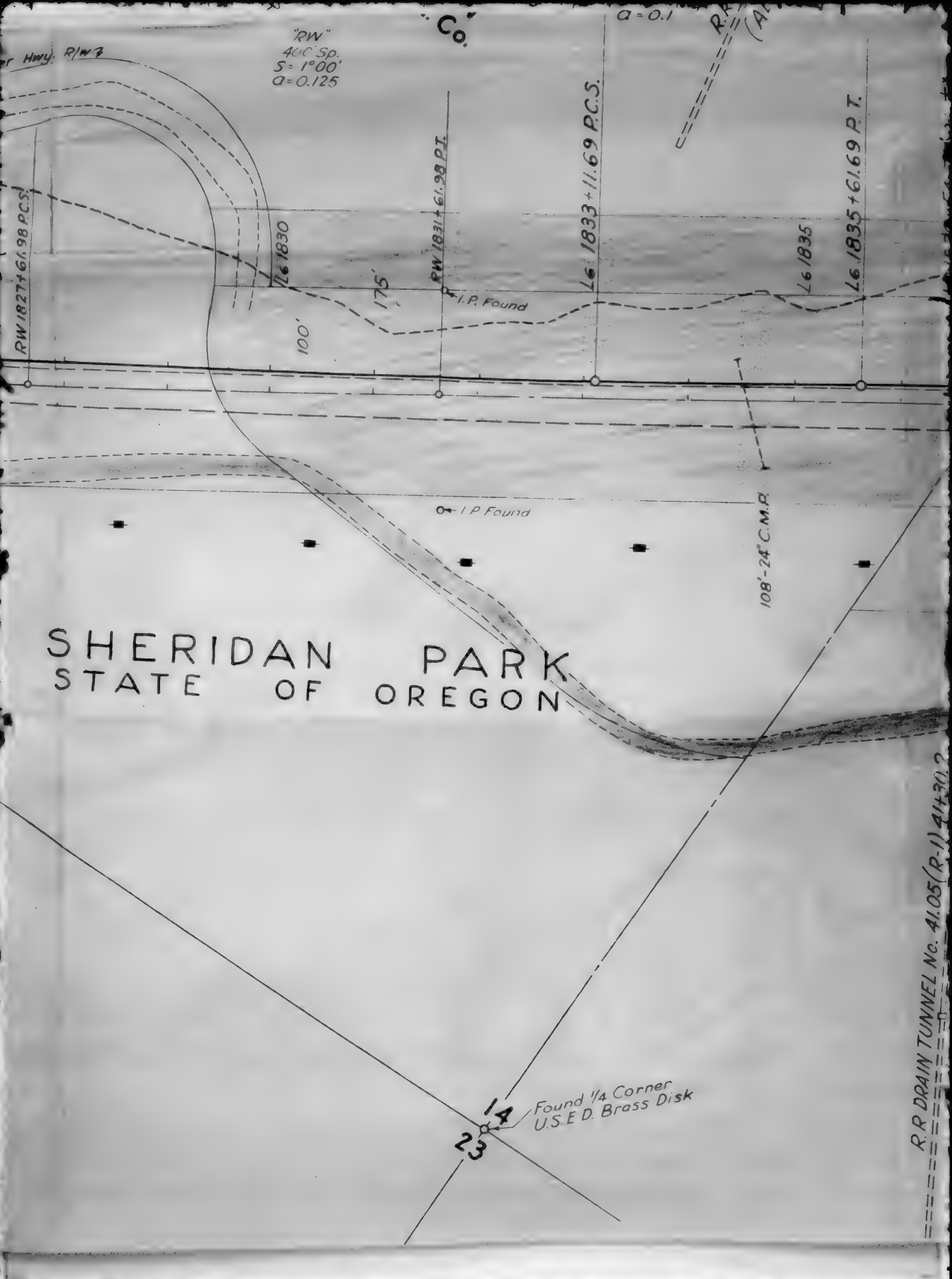
See 8B-16-21 for X-Sections

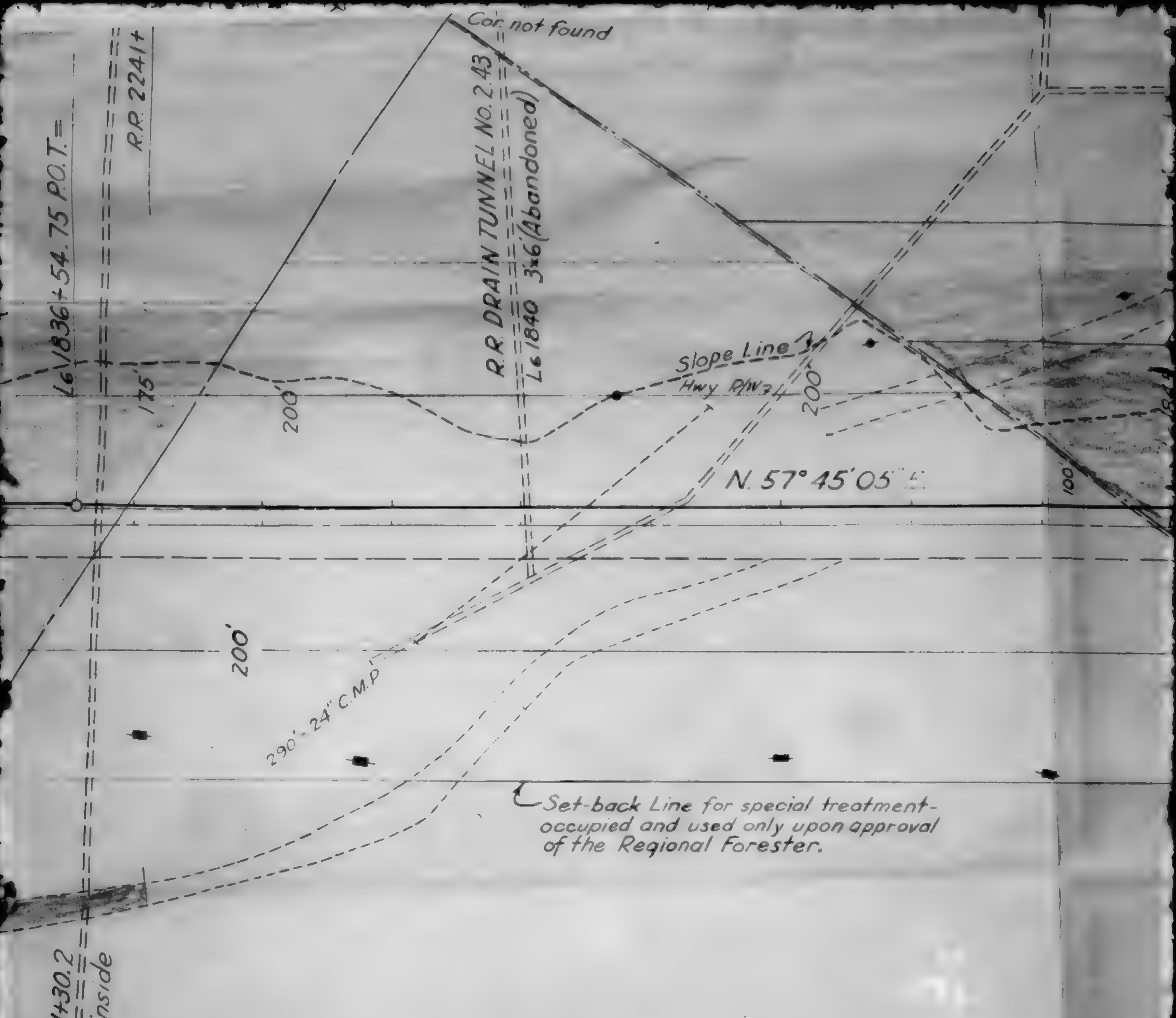
960
80'
To Be Reconstructed
To Eagle Creek Park
Found W. C
Iron Pipe with
MULTNOMAH COUNTY
HOOD RIVER COUNTY

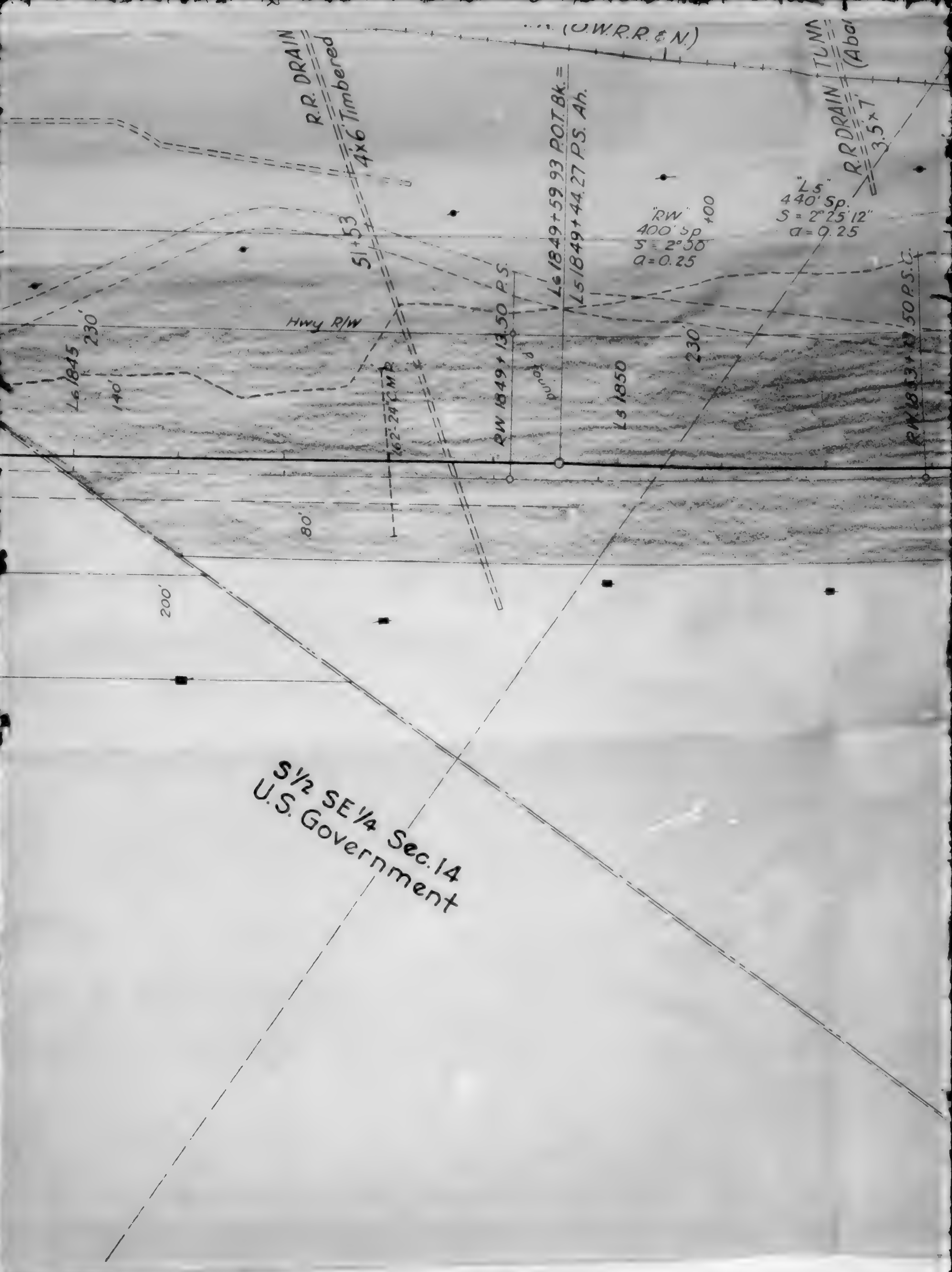

104-12
Hwy. R/W
R.R.
L 1810
915.57
Hwy. R/W
Existing R/W
80'
100'
Proposed Temporary Connection to existing highway
Proposed R/W
1811+00
N.0°58'12" E. (Grid)
Found 1/16 Corner U.S.E.D. Brass Disk
ind W.C.
pipe with Brass Cap

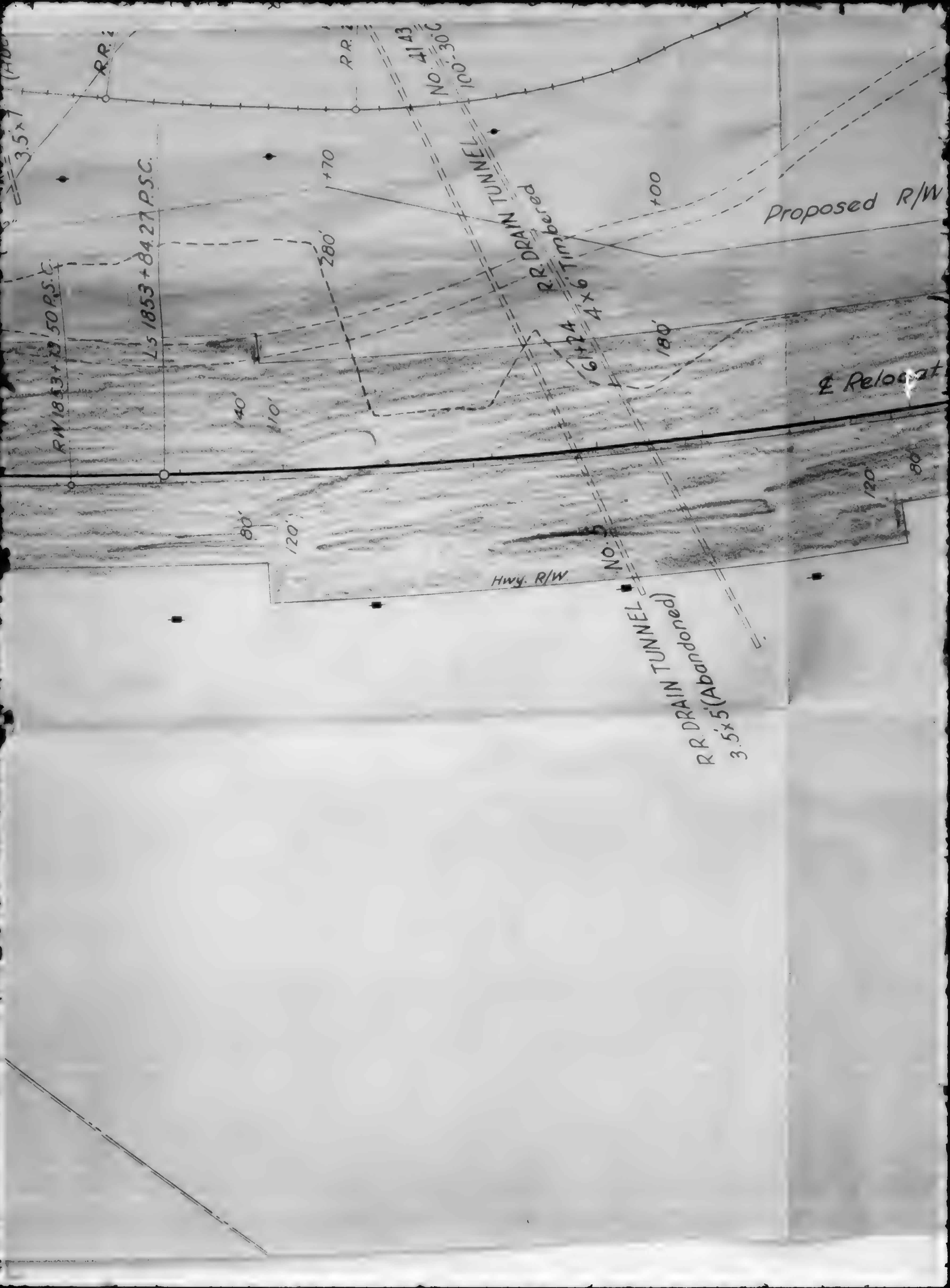

Easement
E.(Grid)
Propose
Slope Line
200
Exist. Hwy. R/W
80'
100'
℄ 1815
℄ Relocated Hwy
N.60°06'11"E.
100'
150'
107'-24"C.M.P.
Existing Columbia River Highway
80'
100'
1811+00
Ruckel
NW¼ NW¼ Sec. 23
O.W.R.R. & N. Co
A-13

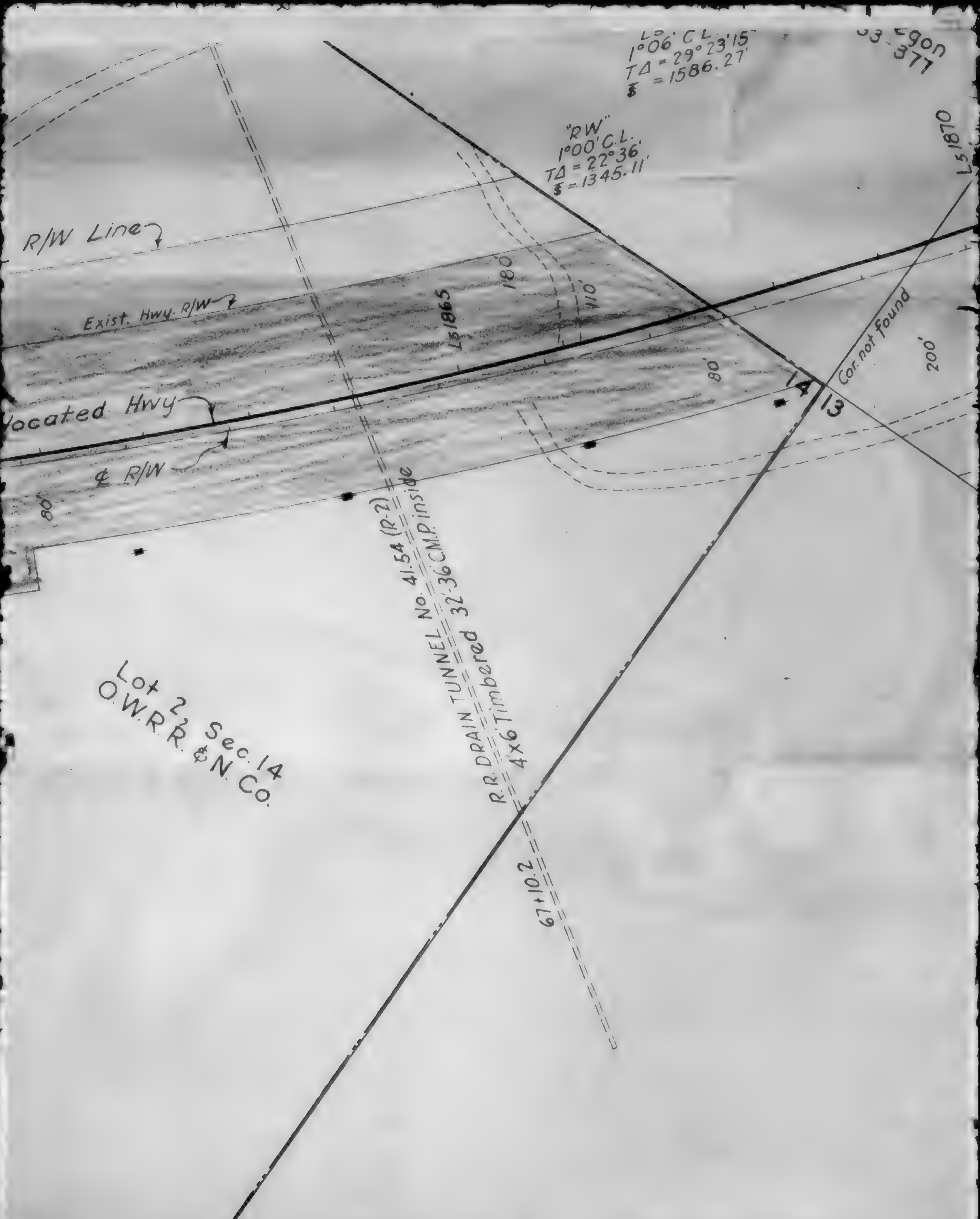

N. Co.
roposed R/W Line
107'-24" C.M.P.
150'
L6 1820
L6 1822+78.71 P.
L6 1823+71.02 P.
Old Col. River Hwy.
L6 1825+71.02 P.S.C.
150'
RW 1823+00.31 P.S.
100'
200'
RW 1827+00.31 P.S.C.
RW 1827+64.98 P.C.S.
℄ R/W
100'
200'
1" I.P. Found
Set-back Line for special treatment occupied and used only upon approval of the Regional Forester

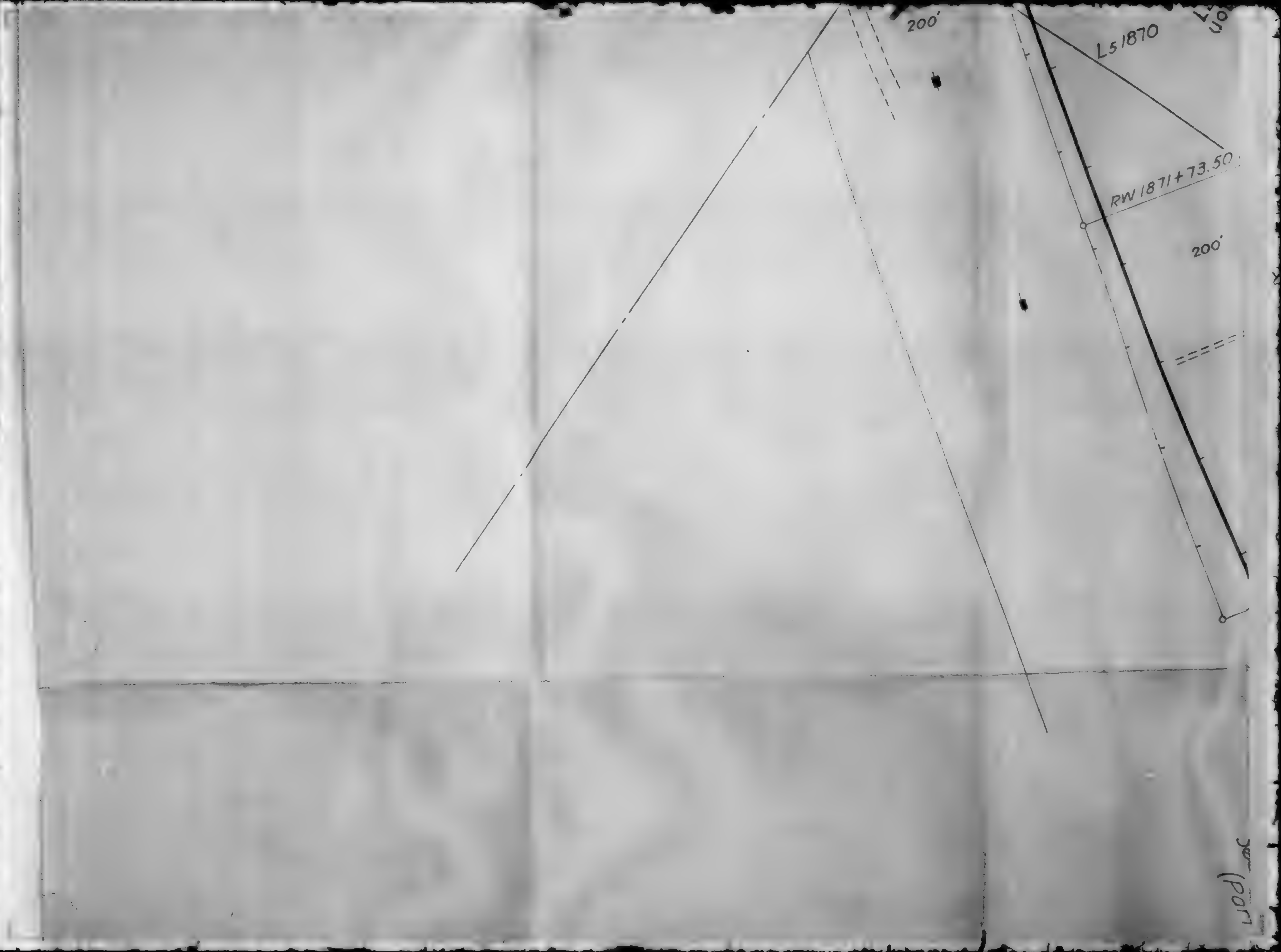

Co.
"RW"
400' Sp.
S= 1°00'
a=0.125
a=0.1
r Hwy. R/W
RW 1827+61.98 P.C.S.
℄ 1830
RW 1831+61.98 P.T.
℄ 1833+11.69 P.C.S.
℄ 1835
℄ 1835+61.69 P.T.
175'
100'
I.P. Found
I P Found
108'-24" C.M.P.
SHERIDAN PARK
STATE OF OREGON
Found 1/4 Corner
U.S.E.D. Brass Disk
14
23
R.R DRAIN TUNNEL No. 41.05 (R-1) 41+30.2


Cor. not found
R.P. 2241+
L6 1836+54.75 P.O.T.=
R.R. DRAIN TUNNEL No. 2.43
L6 1840 3'x6' (Abandoned)
Slope Line
Hwy R/W
175'
200
200'
N. 57° 45' 05" E
100'
200'
290'-24" C.M.P.
Set-back Line for special treatment-occupied and used only upon approval of the Regional Forester.
R.R. DRAIN TUNNEL No. 41.05 (R-1) 41+30.2
4'x6' Timbered 52'-30" C.M.P. inside
Shaft found


(O.W.R.R.&N.)
R.R. DRAIN
4x6 Timbered
51+53
Ls1849+59.93 P.O.T.Bk.=
Ls1849+44.27 P.S. Ah.
R.R. DRAIN
TUNN
(Aba
3.5x7
"Ls"
440' Sp.
S = 2°25'12"
a = 0.25
"RW"
400' Sp
S = 2°30'
a = 0.25
+00
RW 1849+13.50 P.S.
RW 18[illegible]3+[illegible].50 P.S.C.
Hwy R/W
Ls1845
230'
140'
62' 24" C.M.P.
Pond
Ls1850
230'
80'
200'
S½ SE¼ Sec.14
U.S. Government


(Ab
3.5×7
R.R. 2
R.R.
R.R. 2
No. 41 43
100 - 30°C
+70
R.R. DRAIN TUNNEL
R.R. Drain
4×6 Timbered
61+24
+00
Proposed R/W
RW 1853+13.50 P.S.C.
Ls 1853+84.27 P.S.C.
280'
180'
℄ Relocat
140'
110'
80'
120'
120
80
No. 5
Hwy. R/W
R.R. DRAIN TUNNEL
3.5×5'(Abandoned)


LS
1°06' C.L.
TΔ = 29°23'15"
§ = 1586.27'
33-Egon
377
"RW"
1°00' C.L.
TΔ = 22°36'
§ = 1345.11'
L5 1870
R/W Line
Exist. Hwy. R/W
180
110'
L5 1865
80
80'
Cor. not found
200'
14
13
located Hwy
℄ R/W
R.R. DRAIN TUNNEL No. 41.54 (R-2)
4'x6' Timbered 32-36 C.M.P. inside
67+10.2
Lot 2, Sec. 14
O.W.R.R. & N. Co.


200'
LS 1870
RW 1871+73.50
200'
(Port

(Part

88-12-20

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JUL - 9 1959

FOR FILING

1-9CN-2[illegible] -1

5829

July 7, 1959

Mr. G. H. Baker
Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

1235

Re: Eagle Creek-Cascade Locks Section

Dear Mr. Baker:

We have had considerable correspondence and have previously submitted to you maps of the widening of the existing encroachment from Eagle Creek toward Cascade Locks. I am attaching hereto descriptions prepared by our Right of Way Division covering these encroachments. These descriptions are drawn with the idea of cancelling out the encroachments granted under the agreement of February 19, 1938, and covering both the existing encroachments and the widening under a new encroachment agreement.

In these descriptions Parcel No. 1 covers the encroachments necessary for the construction of the highway. Parcel No..2 is a temporary construction easement covering the channel change in Ruckel Creek downstream from our existing culvert.

Very truly yours,.

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gn
Attach.
cc Mr. R. M. Brown

Mr. W. C. Williams
Mr. Walter Wright

DESCRIPTION ONLY

O. W. R. & N. Company

File No. 29473
HRS 3-2-59
5B-8-21

Eagle Creek-Cascade Locks Section

Hood River County

Columbia River Highway

Right of Way

PARCEL No. 1

A parcel of land lying in the Northwest quarter of the Northwest quarter (NW¼ NW¼) of Section 23, and Lots 4 and 5 of Section 14, Township 2 North, Range 7 East, W.M., Hood River County, Oregon; the said parcel being that portion of said subdivisions lying Northerly of the old Columbia River Highway and included in a strip of land variable in width, lying on each side of the center line of the present Columbia River Highway, which center line is described as follows:

Beginning at Engineer's center line Station 1804+00, said Station being 869.05 feet South and 164.05 feet West of the Northwest corner of said Section 23; thence North 59° 06' 30" East, 1900.31 feet; thence on a spiral curve left (the long chord of which bears North 58° 46' 30" East) 400 feet; thence on an 11,459.16 foot radius curve left (the long chord of which bears North 57° 57' 15" East) 61.67 feet; thence on a spiral curve left (the long chord of which bears South 57° 08' East) 400 feet; thence North 56° 48' East, 838.02 feet to Station 1840+00, said center line crossing the West line of said Northwest quarter of the Northwest quarter (NW¼ NW¼) of Section 23 and the East line of Lot 4 of said Section 14 approximately at Stations 1805+87 and 1836+75, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
1804+00	1806+50	80 feet	
1806+50	1813+00	80 feet taper to 200 feet	
1813+00	1829+00	200 feet	
1829+00	1840+00	~~170~~ feet 175	
1804+00	1806+50		80 feet
1806+50	1811+00		80 feet taper to 100 feet
1811+00	1840+00		100 feet

The parcel of land to which this description applies contains 14.3 acres.

PARCEL No. 2

A parcel of land lying in the NW¼NW¼ of Section 23, Township 2 North, Range 7 East, W. M., Hood River County, Oregon, the said parcel being bounded on the Southwesterly and Northeasterly sides by lines at right angles to the center line of the present Columbia River Highway at Engineer's center line Stations 1813+00 and 1815+00 respectively and bounded on the Southeasterly and Northwesterly sides by lines which are parallel to and 200 feet Northwesterly and 300 feet Northwesterly respectively from said center line, which center line is described in Parcel No. 1.

The parcel of land to which this description applies contains 20,000 square feet.

br/rw

FORM 230—30M—4-54—74366

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 3, 1959

SUBJECT: File No. 29473 -
O. W. R. & N. Company
Eagle Creek-Cascade Locks Section
Columbia River Highway
Hood River County

To: Mr. G. S. Paxson
Assistant State Highway Engineer

Office

Attached hereto is a revised description on the subject file.

This revision differs from the original description in that Parcel No. 2 has been added. Parcel No. 1 is the same as the original description. Both parcels are considered non-operating property.

In our negotiations with Mr. Callahan, he has asked that the problem of drainage be solved by the Railroad Operations Section and you prior to the completion of the negotiation. Since Parcel No. 2 covers a temporary easement for a channel change, I would imagine that this feature will arise some time during your discussions with Mr. Baker.

I shall submit this description to Mr. Callahan and shall tell him that the problems of drainage, as they affect this new parcel, will be included by you in your discussions with Mr. Baker.

D H Moehring

D. H. MOEHRING
Assistant Right of Way Engineer

DHM:zg
Attachment

RECEIVED
JUL 6 1959
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123-R 37.5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 3, 1959

Mr. D. J. Callahan
Manager of Properties
Union Pacific Railroad Company
Pittock Block
Portland 5, Oregon

Re: File No. 29473
Union Pacific Railroad
Company
Dodson-Cascade Locks Section
Columbia River Highway
Hood River County
Your File No. 300-20

Dear Mr. Callahan:

Enclosed is a revised description on the subject file. This description was originally sent to you on March 25, 1959.

You will note that the only difference between this description and the original one is that Parcel No. 2 has now been added. This parcel is for a temporary construction easement for the duration of the contract. It is needed so that the drainage outlet may be revised.

Mr. Paxson will discuss this matter with Mr. Baker, of your Company, along with the other drainage problems, as you requested in your letter of May 20, 1959.

I assume that the consideration for Parcel No. 2 will be very minor. You may possibly want to handle this on a permit basis, rather than a temporary easement.

Very truly yours,

D. H. MOEHRING
Assistant Right of Way Engineer

DHM:zg
Enclosure

cc Mr. G. S. Paxson ✓

RECEIVED
JUN - 4 1959
FOR FILING
1-81N-2(25)57
5829

FORM 3808

UNION PACIFIC RAILROAD COMPANY

PROPERTIES DEPARTMENT

D. J. CALLAHAN
MANAGER OF PROPERTIES

H. C. HARVEY
GENERAL TAX AGENT

O. W. RYAN
GENERAL INDUSTRIAL AGENT

PORTLAND 5, OREGON

RECEIVED
MAY 21 1959
LEGAL DEPT.

May 20, 1959

300-20

File 29473

Mr. Walter T. Wright
Right of Way Engineer
State Highway Department
Salem, Oregon

Dear Mr. Wright:

Your letter of May 12, file 29473, Dodson-Cascade Locks Section of Columbia River Highway:

While it is true the present proposal involves the acquisition of land without reference to construction, the important question to be settled is that of drainage, and it was for that reason we suggested it be handled through our Division people by Mr. Paxson. Settlement of drainage problems when agreed upon with respect to a number of locations involving both operating and non-operating property will apply to this parcel. Until such time as this problem is disposed of, we would not be in position to discuss the question of sale of the parcel to which you refer. Once the question of drainage is settled, I am sure there will be no difficulty in our reaching a mutually satisfactory agreement as to the property.

Very truly yours,

DJCallahan

RECEIVED
MAY 22 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. T. WRIGH

NOTED
S. PAXSON

RECEIVED
MAY 26 1959

~~FOR FILING~~
1-8CN-2(2C)39

5929

1235

May 18, 1959

Mr. R. M. Brown
Division Engineer
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

In reply to your letter of April 22, 1959, I am sending, under separate cover, one white print showing right of way and drain tunnels from the Multnomah County Line to Station 1875, one white print Cascade Locks bypass encroachment map, Drawing No. 8B-7-25, showing encroachments and drain tunnels between Stations 1875 and 1893, and one roll of cross sections from Station 1806 to 1882.

I trust this will give you the information requested.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Forrest Cooper
Mr. Tom Edwards

DJB:law as

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

PLEASE RETURN TO
FORREST COOPER

APRIL 22, 1959

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

Multnomah County Line
Cascade Locks Section -
Columbia River Highway

You have submitted to Mr. Brown, prints showing the proposed highway relocation immediately west of the Bridge of the Gods, together with cross-section in the area. This data covers only a small portion of the easements which it is understood you desire across the Ruckel Slide area, request for the remaining area having been submitted to Mr. D. J. Callahan, Manager of Properties.

As indicated during recent discussion of State's program with Mr. Brown, we are very much concerned about what is proposed in the Ruckel Slide area. Complete cross-sections from Multnomah County line east to Station 1881 will be appreciated and will be of material assistance in studying the requested easements.

Attached is a section of our 400-foot alignment map through the area on which the various drainage tunnels are shown; it would be appreciated if you would arrange to show the tunnels on maps showing the encroachments through the Ruckel Area.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

enc.

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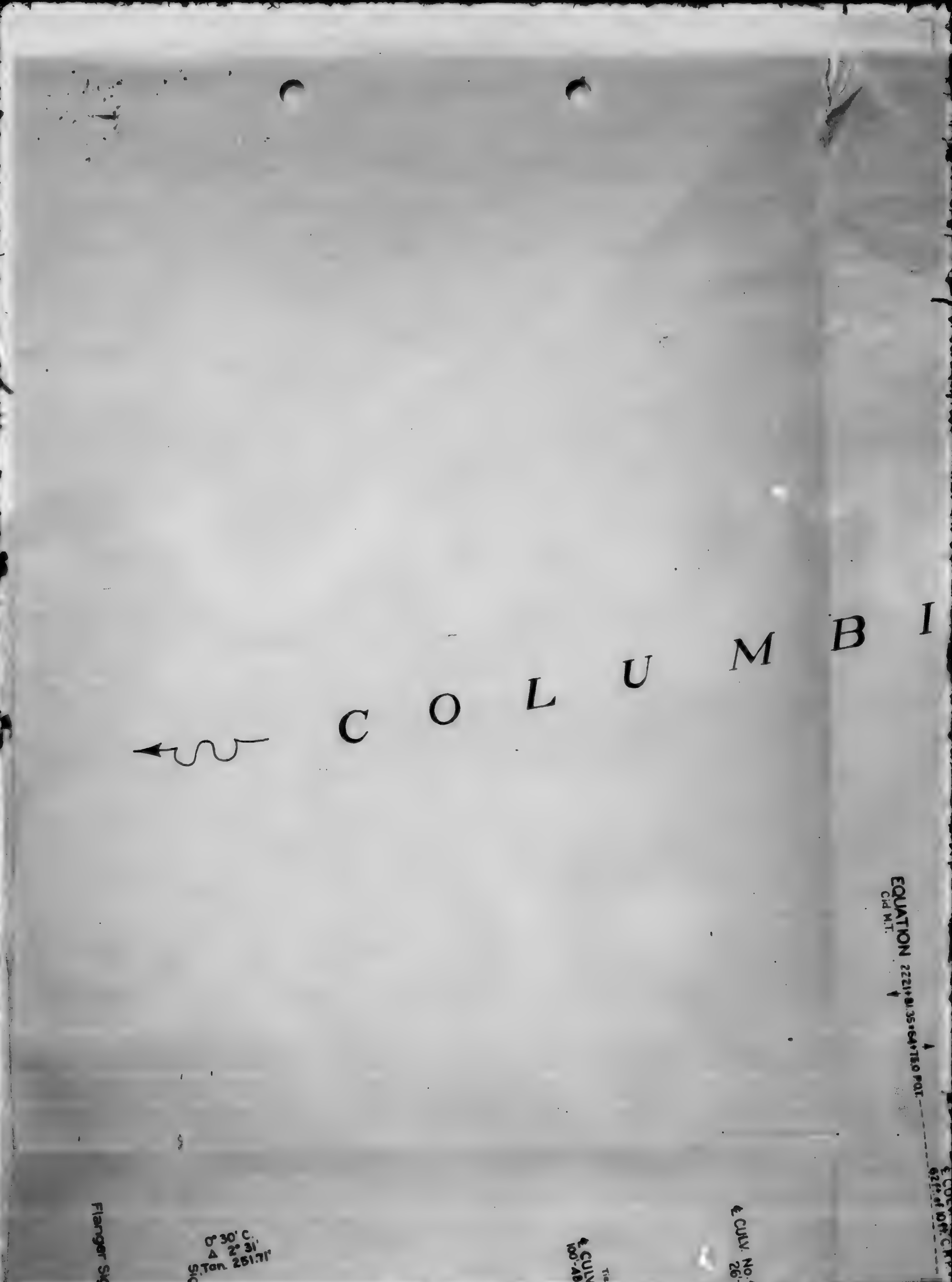
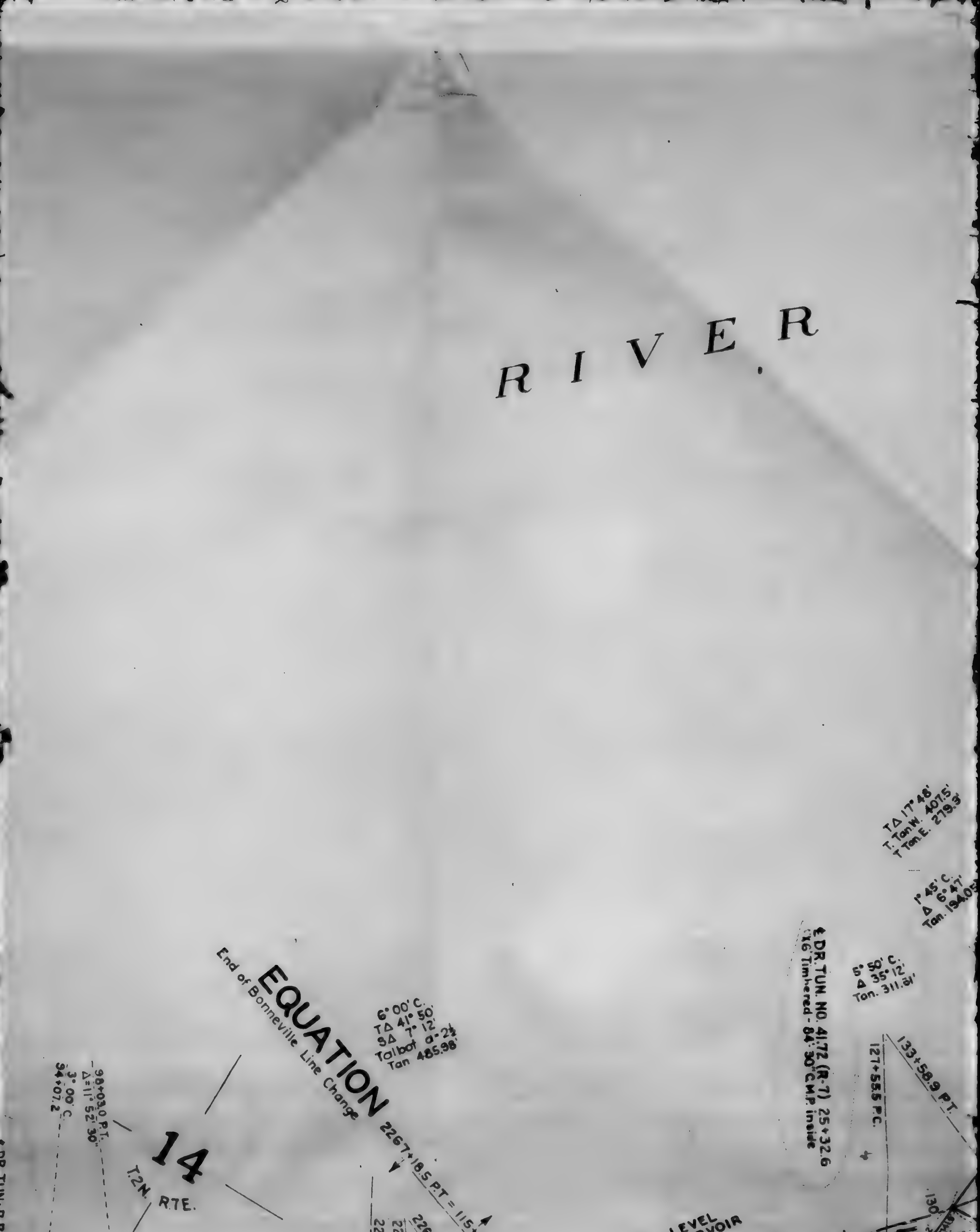
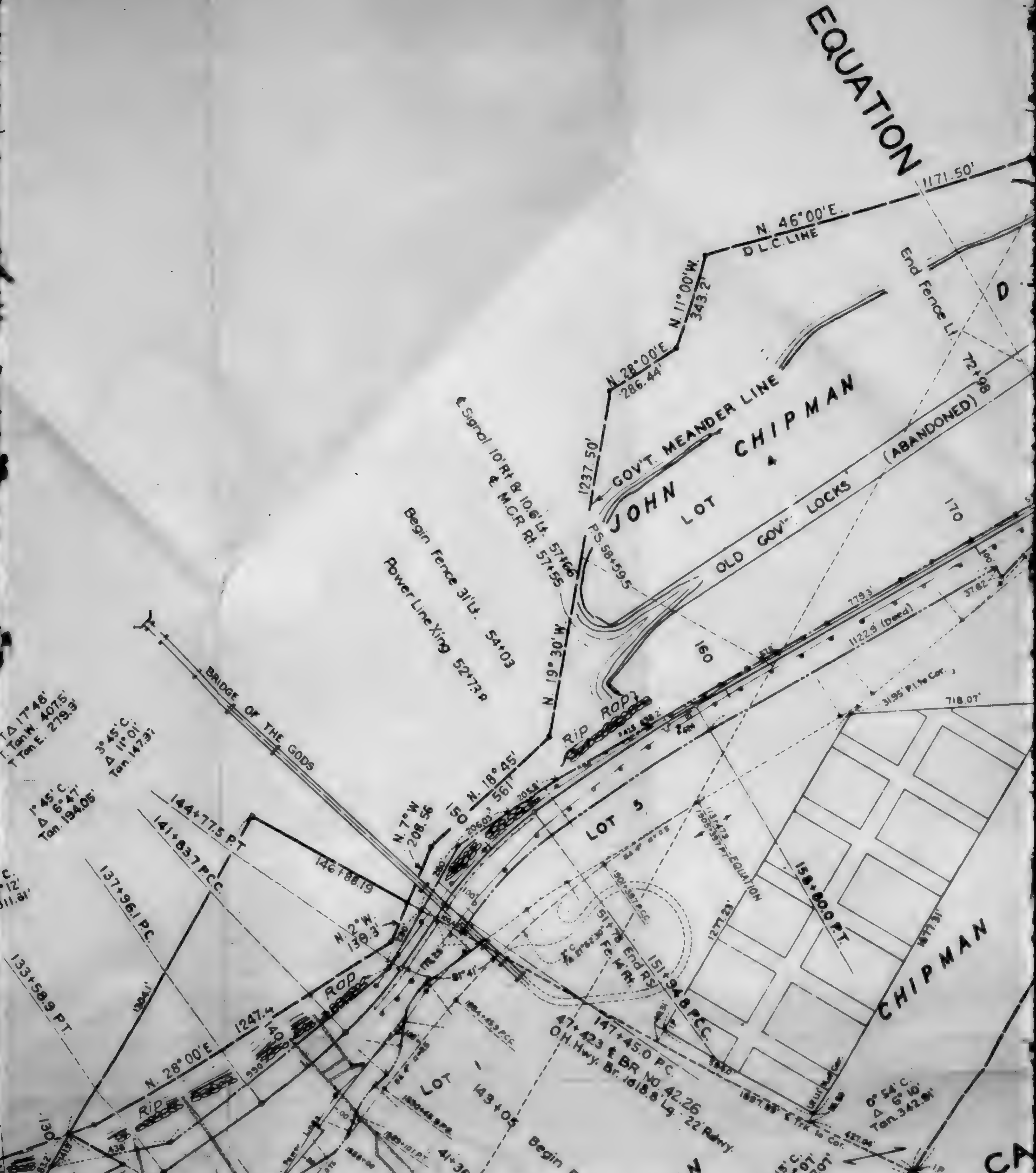
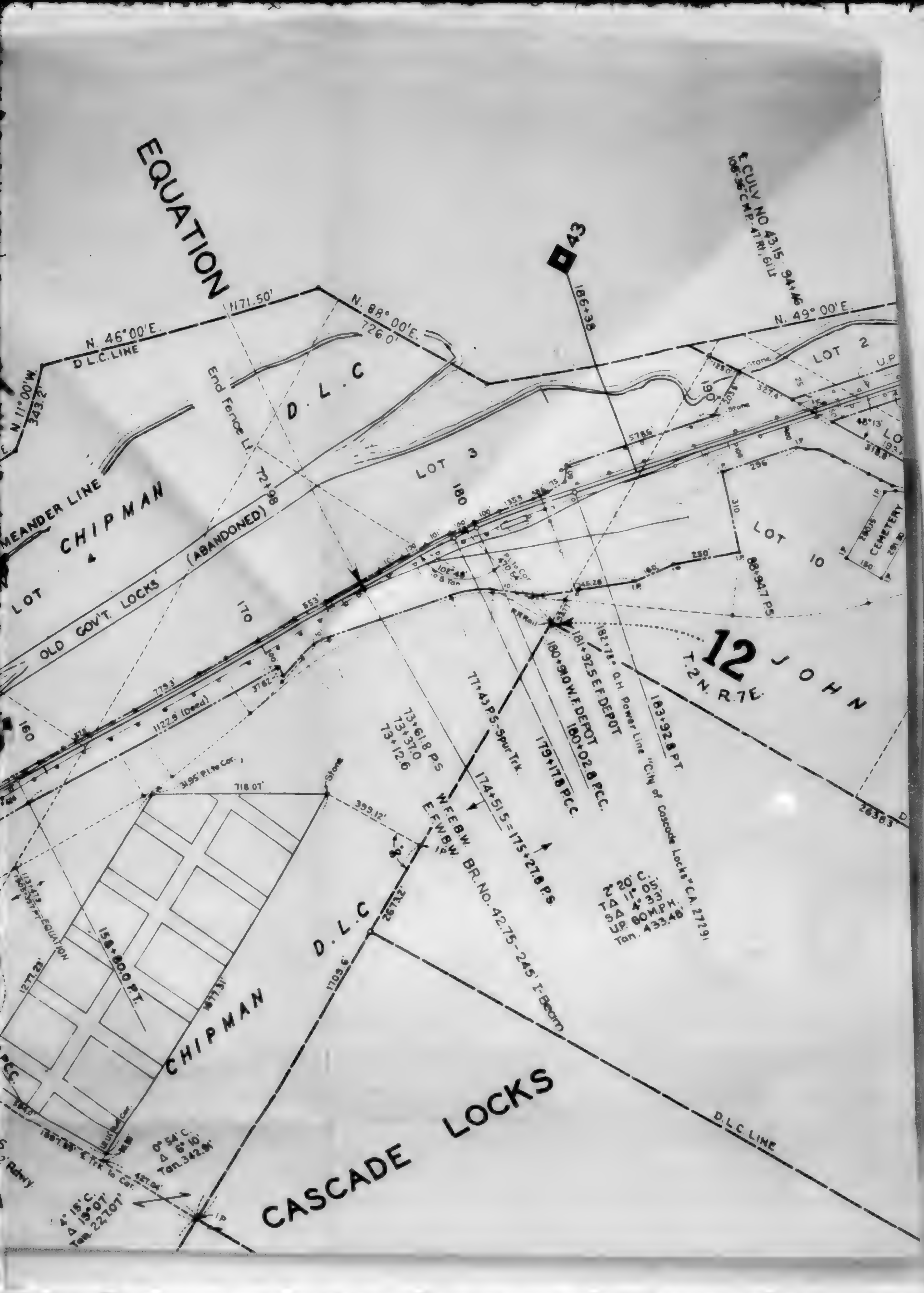
1959
OFFICE OF
[illegible] ENGINEER

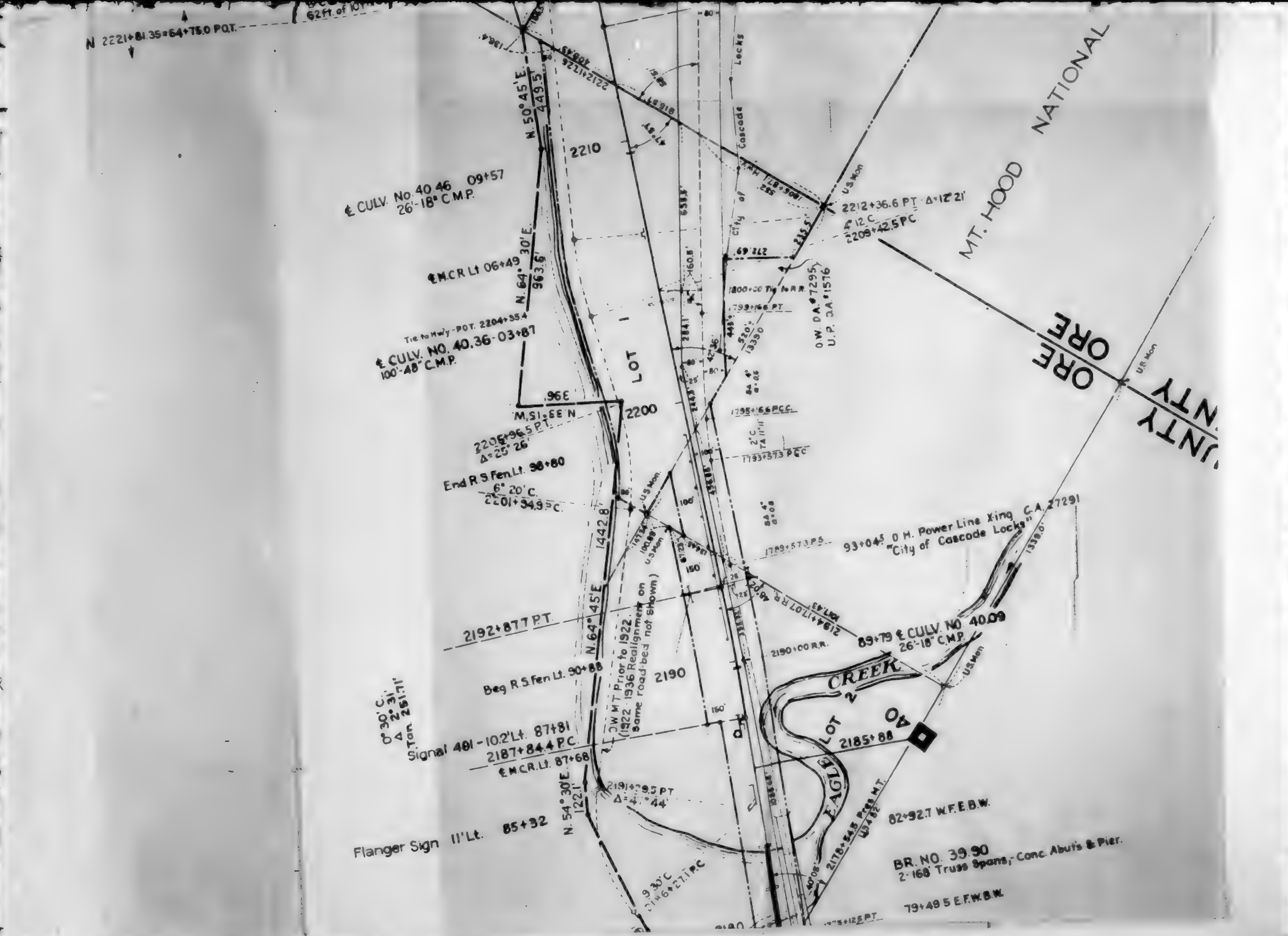

COLUMBI
EQUATION 2221+81.35=64+78.0 P.O.T.
Cid M.T.
℄ CULV.
62 ft. of 10 ft. C.I.P.
℄ CULV. No.
26'-
℄ CULV.
100'-48"
Flanger Sign
Sign
0° 30' C.
Δ 2° 31'
S. Tan. 251.71'

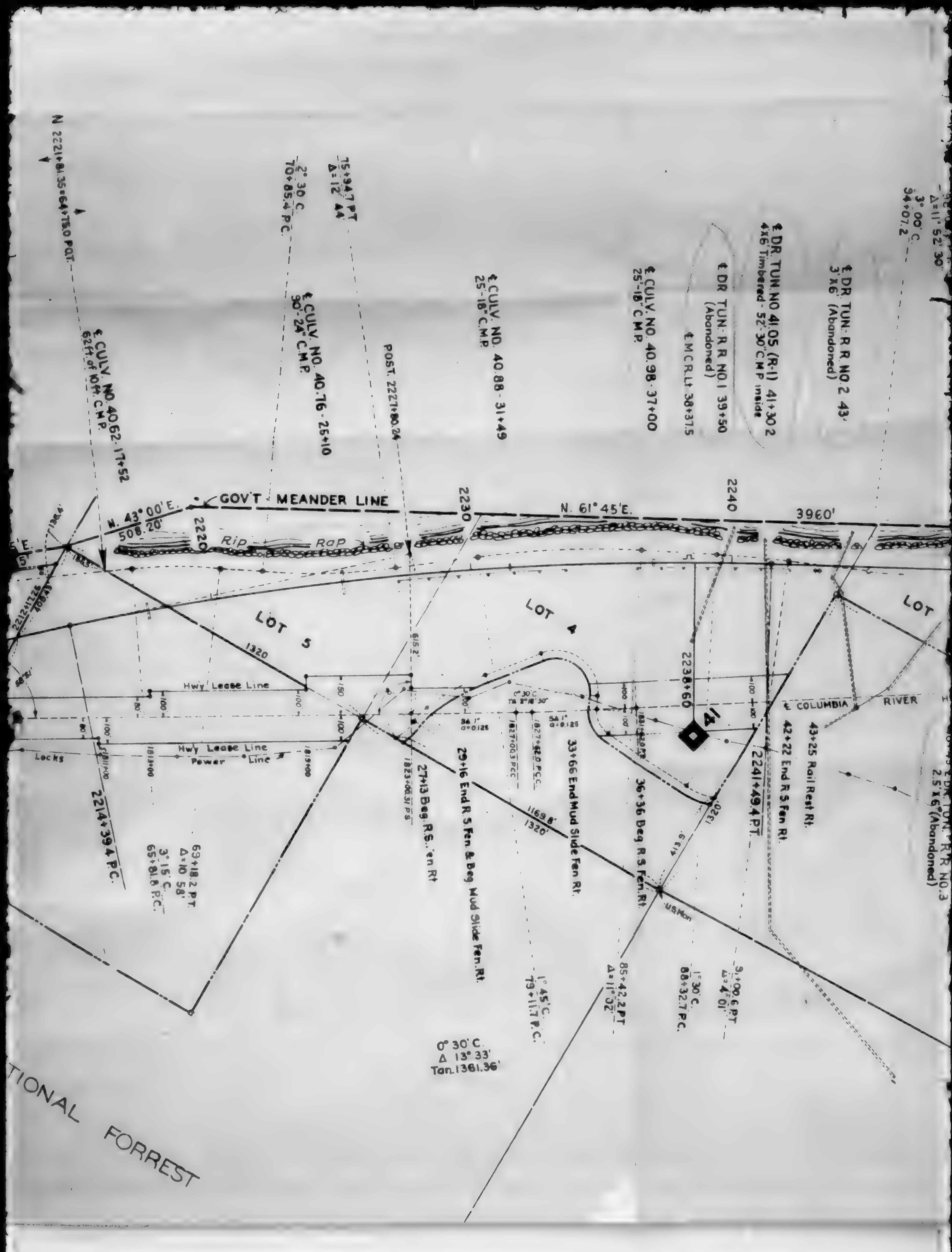
B I A
EQUATION 2221+81.35=64+78.0 P.O.T.
Cid M.T.
€ CULV. NO. 40.62
62ft. of 10ft. C.M.P.
2° 30' C.
70+85.4 P.C.
75+94.7 P.T.
Δ=12° 44'
€ CULV. NO. 40.76 - 28
90'-24" C.M.P.
POST. 2227+80.2
€ CULV. NO. 40.88 - 31+4
25'-18" C.M.P.
€ CULV. NO. 40.98 - 37+00
25'-18" C.M.P.
€ M.C.R.Lt. 38+37
€ DR. TUN. R.R. NO. 1 39+5
(Abandoned)
€ DR. TUN. NO 41.05 (R-1) 41+30
4x6' Timbered - 52'-30" C.M.P. inside
€ DR. TUN. R.R. NO. 2 43
3' x 6' (Abandoned)
3° 00' C.
34+07.2
Δ=11° 52'

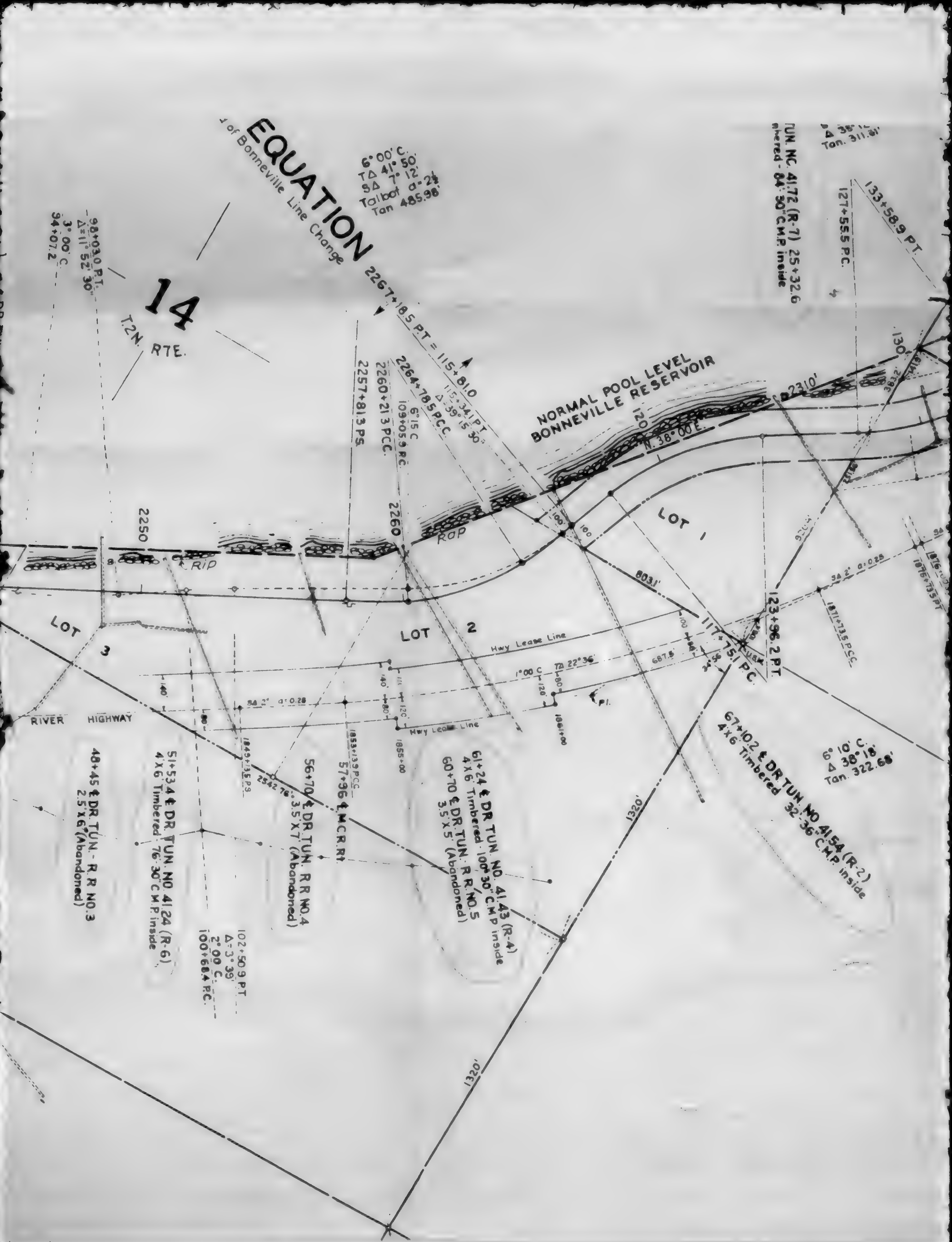

RIVER
TΔ 17° 48'
T. Tan.W. 407.5'
T Tan.E. 279.3'
1° 45' C.
Δ 6° 47'
Tan. 194.05
℄ DR. TUN. NO. 41.72 (R-7) 25+32.6
16' Timbered - 84' 30" C.M.P. inside
5° 50' C.
Δ 35° 12'
Tan. 311.81'
127+55.5 P.C.
133+58.9 P.T.
130
EQUATION
End of Bonneville Line Change
6° 00' C.
TΔ 41° 50'
SΔ 7° 12'
Talbot a-2½
Tan 485.98'
98+03.0 P.T.
Δ=11° 52' 30"
3° 00' C.
94+07.2
14
T.2N. R.7E.
2267+18.5 P.T. = 115+81.0
115+34.1 P.T.
Δ 39° 15'
2264+78.5 P.C.C.
6° 15' C.
109+09
2260+21.3 P.
2257+81.3 P.
NORMAL POOL LEVEL
BONNEVILLE RESERVOIR
120
2310'
383.2'
℄ DR. TUN. R.R. NO. 2.43

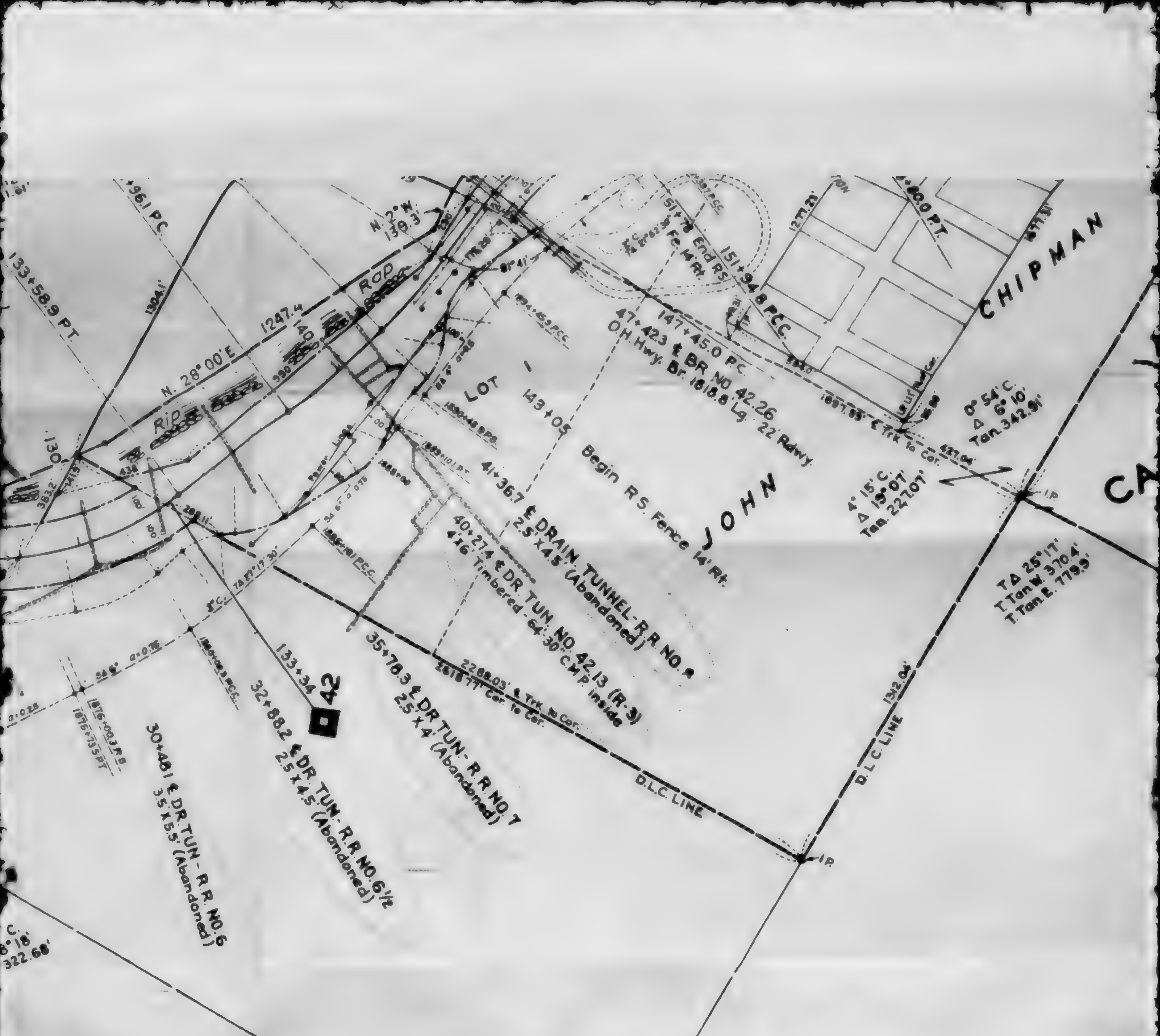

EQUATION
1171.50'
N. 46°00'E.
D.L.C. LINE
N. 11°00'W.
343.2
N. 28°00'E.
286.44'
End Fence Lt.
72+98
D
GOV'T. MEANDER LINE
JOHN CHIPMAN
LOT 4
OLD GOV'T. LOCKS (ABANDONED)
1237.50'
P.S. 58+59.5
170
℄ Signal 10' Rt & 10.6' Lt. 57+66
℄ M.C.R. Rt. 57+55
Begin Fence 31' Lt. 54+03
Power Line Xing 52+73.9
N. 19° 30' W.
160
779.3'
1122.9' (Deed)
37.82'
31.95' P.I. to Cor.
718.07'
Rip Rap
N. 18° 45'
561'
150
N. 7° W
208.56
206.03'
205.8'
LOT 5
1131+47.9
1505+39.7 P.T. EQUATION
BRIDGE OF THE GODS
T.Δ 17°48'
T. Tan. W. 407.5'
T. Tan. E. 279.3'
3°45' C.
Δ 11°01'
Tan. 147.3'
1°45' C.
Δ 6°47'
Tan. 194.05'
C.
°12'
311.61'
144+77.5 P.T.
141+83.7 P.C.C.
146+88.19
137+96.1 P.C.
N. 2° W.
139.3'
901+39.7 P.C.C.
51+70 End R.S.
F.C. 14' Rt.
151+94.8 P.C.C.
1277.23'
158+00.0 P.T.
1277.31'
CHIPMAN
133+58.9 P.T.
1304.1'
Rap
1247.4
140
N. 28°00'E
990
Rip
130
383.2'
436'
100'
288.11'
147+45.0 P.C.
47+423 ℄ BR NO. 42.26
O.H. Hwy. Br. 1618.8 Lg. 22' Rdwy.
LOT 1
143+05
Begin R.S. Fence
41+36.7 ℄ DRA
2.5'
40+27
JOHN
1697.65' ℄ Trk to Cor.
427.04'
0°54' C.
Δ 6°10'
Tan. 342.91'
4°15' C.
Δ 15°07'
Tan. 227.07'
I.P.
CA

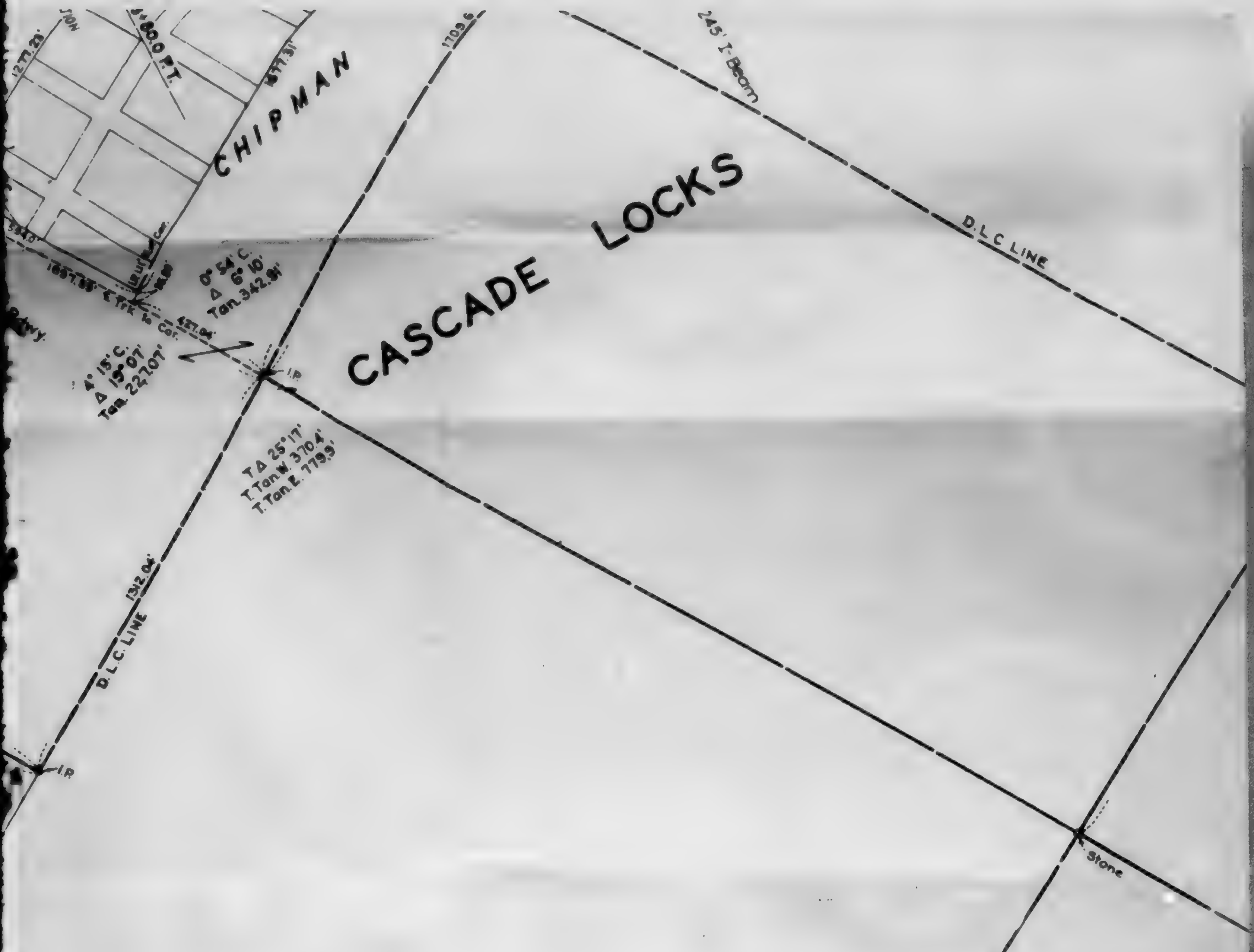

EQUATION
43
186+38
℄ CULV NO 43.15 94+46
108-36" C.M.P. 47 Rt. 61 Lt.
1171.50'
N. 46° 00' E.
D.L.C. LINE
N. 88° 00' E.
726.0'
N. 49° 00' E.
N. 11° 00' W.
343.2'
D. L. C
LOT 2
LOT 3
LOT 10
LOT 4
CHIPMAN
MEANDER LINE
End Fence Lt.
72+98
OLD GOV'T. LOCKS (ABANDONED)
180
170
160
190
1280'
327.4'
2038'
578.6'
1355'
553'
779.3'
1122.9 (Deed)
376.2'
296
310
280'
88+94.7 P.S.
CEMETERY
Stone
U.P.
12
T. 2 N. R. 7 E.
JOHN
181+92.5 E.F. DEPOT
180+91.0 W.F. DEPOT
182+78± O.H. Power Line "City of Cascade Locks" C.A. 27291
183+92.8 P.T.
180+02.8 P.C.C.
179+17.8 P.C.C.
77+43 P.S. Spur Trk.
73+61.8 P.S.
73+37.0
73+12.6
174+51.5 = 175+27.8 P.S.
W.F.E.B.W. BR. No. 42.75-245' I-Beam
E.F.W.B.W.
2° 20' C.
TΔ 11° 05'
SΔ 4° 33'
U.P. 60 M.P.H.
Tan. 433.48'
2638.3'
31.95' P.I. to Cor.
718.07'
399.12'
I.P.
158+60.0 P.T.
EQUATION
1277.25'
1871.31'
1709.6'
2673.2'
CHIPMAN D.L.C
CASCADE LOCKS
D.L.C. LINE
0° 54' C.
Δ 6° 10'
Tan. 342.91'
4° 15' C.
Δ 13° 07'
Tan. 227.01'
E. Trk to Cor.
P.C.C.
Rdwy


N 2221+81.35=64+75.0 P.O.T.
62 ft. of 10 ft.
N. 50° 45' E.
449.5'
2210
€ CULV. No. 40.46 09+57
26'-18" C.M.P.
€ M.C.R. Lt. 06+49
N. 64° 30' E.
963.6'
Tie to Hwy-P.O.T. 2204+35.4
€ CULV. NO. 40.36-03+87
100'-48" C.M.P.
LOT 1
396'
M. 51° 55' E. N.
2200
2205+96.5 P.T.
Δ=25° 26'
End R.S. Fen. Lt. 98+80
6° 20' C.
2201+34.9 P.C.
1442.8'
N. 64° 45' E.
2192+87.7 P.T.
Beg. R.S. Fen. Lt. 90+88
O.W. M.T. Prior to 1922.
(1922-1936 Realignment on same road-bed not shown)
2190
0° 30' C.
Δ 2° 31'
Tan. 251.71'
Signal 481-10.2' Lt. 87+81
2187+84.4 P.C.
€ M.C.R. Lt. 87+68
2191+29.5 P.T.
Δ=4° 44'
N. 54° 30' E.
122.1'
Flanger Sign 11' Lt. 85+32
9° 30' C.
2176+27.1 P.C.
City of Cascade Locks
U.S. Mon.
2212+36.6 P.T. Δ=12° 21'
12° C.
2209+42.5 P.C.
MT. HOOD NATIONAL
ORE
ORE
UNTY
NTY
1800+00 Tie to R.R.
1799+16.6 P.T.
O.W. D.A. #7295
U.P. D.A. #1576
1795+16.6 P.C.C.
2° C.
1793+57.3 P.C.
1789+57.3 P.S.
93+04.5 O.H. Power Line Xing C.A. 27291
"City of Cascade Locks"
2194+17.07 R.R.
2190+00 R.R.
89+79 € CULV. NO. 40.09
26'-18" C.M.P.
CREEK
LOT 2
EAGLE
2185+88
40
2178+54.5 Prev. M.T.
82+92.7 W.F.E.B.W.
BR. NO. 39.90
2-168' Truss Spans, Conc. Abuts & Pier.
79+49.5 E.F.W.B.W.
1339.0'
2180


N 2221+81.35=64+750 P.O.T.
75+94.7 P.T.
Δ=12° 44'
2° 30' C.
70+85.4 P.C.
℄ CULV. NO. 40.62 · 17+52
62 ft of 10 ft C.M.P.
℄ CULV. NO. 40.76 · 25+10
30'-24" C.M.P.
POST. 2227+80.24
℄ CULV. NO. 40.88 · 31+49
25'-18" C.M.P.
℄ CULV. NO. 40.98 · 37+00
25'-18" C.M.P.
℄ M.C.R. Lt 38+37.5
℄ DR TUN. R.R. NO. 1 39+50
(Abandoned)
℄ DR. TUN. NO. 41.05 (R-1) 41+30.2
4x6 Timbered · 52'-30" C.M.P. inside
℄ DR. TUN. R.R. NO. 2 43'
3'x6' (Abandoned)
Δ=11° 52' 30"
3° 00' C.
34+07.2
GOV'T MEANDER LINE
N. 43° 00' E.
508.20'
N. 61° 45' E.
3960'
2220
2230
2240
Rip Rap
LOT 5
LOT 4
LOT
1320
Hwy Lease Line
Hwy Lease Line
Locks Power Line
℄ COLUMBIA RIVER
2238+60
2241+49.4 P.T.
4
1320
1169.8'
1320'
2214+39.4 P.C.
69+18.2 P.T.
Δ=10° 58'
3° 15' C.
65+81.8 P.C.
27+13 Beg. R.S. Fen Rt
29+16 End R.S. Fen. & Beg. Mud Slide Fen. Rt.
33+66 End Mud Slide Fen. Rt.
36+36 Beg. R.S. Fen. Rt.
42+22 End R.S. Fen. Rt.
43+25 Rail Rest Rt.
℄ DR. TUN. R.R. NO. 3
2.5'x6' (Abandoned)
U.S. Mon.
85+42.2 P.T.
Δ=11° 02'
1° 30' C.
88+32.7 P.C.
9+00.6 P.T.
Δ=4° 01'
1° 45' C.
79+11.7 P.C.
0° 30' C.
Δ 13° 33'
Tan. 1361.36'
TIONAL FORREST


EQUATION
of Bonneville Line Change
2267+18.5 P.T = 115+81.0
6° 00' C.
TΔ 41° 50'
SΔ 7° 12'
Talbot a=2½
Tan 485.98'
14
T.2N. R7E.
98+03.0 P.T.
Δ=11° 52' 30"
3° 00' C.
94+07.2
2257+81.3 P.S.
2260+21.3 P.C.C.
6° 15' C
109+05.9 P.C.
2264+78.5 P.C.C.
115+34.1 P.T.
Δ 39° 15' 30"
2250
2260
Rip
Rap
NORMAL POOL LEVEL
BONNEVILLE RESERVOIR
120
N. 38° 00' E.
2310'
130
TUN. NO. 41.72 (R-7) 25+32.6
-bered - 84' 30" C.M.P. inside
Δ 38° 12'
Tan. 311.81'
127+55.5 P.C.
133+58.9 P.T.
LOT 1
LOT 2
LOT 3
803.1'
117+75.1 P.C.
123+96.2 P.T.
Hwy Lease Line
1° 00' C
TΔ 22° 36'
687.5'
S4 2° a=0.28
S4 2° a=0.25
1871+73.5 P.C.C.
1875+73.5 P.T.
1855+00
1853+13.9 P.C.C.
1849+13.5 P.S.
1861+00
P.I.
RIVER HIGHWAY
2542.76'
1320'
1320'
48+45 ℄ DR. TUN. - R.R. NO. 3
2.5' X 6' (Abandoned)
51+53.4 ℄ DR. TUN. NO. 41.24 (R-6)
4' X 6' Timbered 76' 30" C.M.P. inside
102+50.9 P.T.
Δ=3° 39'
2° 00' C.
100+68.4 P.C.
56+70 ℄ DR. TUN. R.R. NO. 4
3.5' X 7' (Abandoned)
57+96 ℄ M.C.R.R.
61+24 ℄ DR TUN. NO. 41.43 (R-4)
4' X 6' Timbered 100' 30" C.M.P. inside
60+70 ℄ DR. TUN. R.R. NO. 5
3.5' X 5' (Abandoned)
67+10.2 ℄ DR TUN. NO. 41.54 (R-2)
4' X 6' Timbered 32' 36" C.M.P. inside
6° 10' C.
Δ 38° 18'
Tan. 322.68'


CHIPMAN
JOHN
LOT 1
CA
133+58.9 P.T.
+96.1 P.C.
N. 2° W.
139.3
1247.4
N. 28° 00' E.
Rap
Rip
1304.1
151+76 End R.S. Fe. 14' Rt.
151+94.8 P.C.C.
147+45.0 P.C.
47+42.3 ℄ BR. NO. 42.26
O.H. Hwy. Br. 1818.8' Lg. 22' Rdwy.
143+05
Begin R.S. Fence 14' Rt.
41+36.7 ℄ DRAIN TUNNEL-R.R. NO. 8
2.5' X 4.5' (Abandoned)
40+27.4 ℄ DR. TUN. NO. 42.13 (R-3)
4'-16' Timbered - 64'-30" C.M.P. inside
35+76.3 ℄ DR. TUN.- R.R. NO. 7
2.5' X 4' (Abandoned)
133+34
42
32+88.2 ℄ DR. TUN.- R.R. NO. 6½
2.5' X 4.5' (Abandoned)
30+40.1 ℄ DR. TUN.- R.R. NO. 6
3.5' X 5.5' (Abandoned)
2288.03' ℄ Trk. to Cor.
2618.17' Cor. to Cor.
1867.85' ℄ Trk. to Cor.
437.04'
0° 54' C.
Δ 6° 10'
Tan. 342.91'
4° 15' C.
Δ 19° 07'
Tan. 227.07'
I.P.
TΔ 25° 17'
T. Tan. W. 370.4'
T. Tan. E. 779.5'
D.L.C. LINE
1312.04'
D.L.C. LINE
I.P.
C.
8° 18'
322.68'
R-2)
ide
13
T.2N. R.7E.


CHIPMAN
CASCADE LOCKS
12T7.23'
4+80.0 P.T.
677.31'
1709.6
245' I-Beam
D.L.C LINE
534.0'
1697.88' ℄ Trk to Cor.
Cor.
0° 54' C.
Δ 6° 10'
Tan. 342.91'
427.04'
Rdwy.
4° 15' C.
Δ 19° 07'
Tan. 227.07'
I.P.
T Δ 25° 17'
T. Tan W. 370.4'
T. Tan E. 779.9'
1312.04'
D.L.C. LINE
I.P.
Stone
T.2N.R.7E.W.M.
T.2N.R.8E.W.M.

FORM 3505
12-57-3M

UNION PACIFIC RAILROAD COMPANY

PROPERTY DEPARTMENT

D. J. CALLAHAN
MANAGER OF PROPERTIES
H. C. HARVEY
GENERAL TAX AGENT
O. W. RYAN
GENERAL INDUSTRIAL AGENT

PITTOCK BLOCK
PORTLAND 5, OREGON

May 4, 1959

300-20

Mr. Walter T. Wright
Right of Way Engineer
State Highway Department
Salem, Oregon

Dear Mr. Wright:

Please refer to your file No. 29473 reference Union Pacific Railroad Company, Dodson-Cascade Locks Section Columbia River Highway, Hood River County, and your request for purchase of the area easterly of the county line dividing Multnomah County and Hood River County.

Possibly you have not yet had an opportunity to review the conditions surrounding our Company's ownership of property away from our operating right of way in this particular area which includes a portion of Sections 23 and 14, Township 2 North, Range 7 East. The same situation exists as was covered in your file No. 25874 Hathaway, Cascade Locks bypass section, in that the only manner in which we were able to stabilize this area was by installation of drainage tunnels. This was accomplished some years ago at a considerable expense to our Company, and we, therefore, consider it very vital to railroad operation that we continue ownership of this property and control of its use. We feel sure you are aware of the existing highway in this area being covered by easement agreement dated February 17, 1938 wherein, through Section 7, the State, as a part of the consideration of the rights and privileges granted in that highway relocation, is required to "bear and pay one-half of the cost of maintaining and repairing all drainage tunnels now existing or hereafter constructed by or on behalf of the Railroad Companies, their successors or assigns, for the purpose of draining the so-called Ruckle slide area in Hood River County,....."

The additional area desired beyond the existing easement would be an engineering matter that Superintendent G. H. Baker, at Albina, would determine, and we assume you will desire to have Mr. G. H. Paxson progress further. Your prints and descriptions are being furnished Mr. Baker so that he will have information available when Mr. Paxson makes formal request for this additional area.

Very truly yours,

[illegible]
D. J. CA[illegible]

cc: Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee
Portland, Oregon

FORM E-123-X 37.5M 10-

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
MAY 14 1959
FOR FILING
I-80N-2(20)39

5829

May 12, 1959

Mr. D. J. Callahan
Manager of Properties
Union Pacific Railroad Company
Pittock Block
Portland 5, Oregon

Re: File No. 29473
Union Pacific Railroad Company
Dodson-Cascade Locks Section
Columbia River Highway
Hood River County
Your File No. 300-20

Dear Mr. Callahan:

This will acknowledge your letter of May 4, 1959, concerning subject file.

We are cognisant of the problem surrounding your drainage tunnel installations through these areas of the Columbia River Gorge. It is our desire and intent that our designs shall be so formulated that the vital drainage system is not disturbed.

It will be necessary, I believe, under the Interstate Highway regulations, to procure from you the surface rights of access. This should, however, in no way impair the access to the drainage tunnel system or its efficient operation and maintenance.

Have I correctly interpreted your letter to indicate that you desire that all negotiation under this file be carried on by Mr. G. S. Paxson with your Operating Engineering Personnel, even though it involves substantial areas of property outside the normal operating limits?

Further action from this office will be contingent upon your reply.

Very truly yours,

WALTER T. WRIGHT
Right of Way Engineer

cc Mr. G. S. Paxson ✓

RECEIVED
MAY 12 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1960
FOR FILING

1-10N-2(30)39

5929

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 5, 1960

SUBJECT: File No. 29473
O. W. R. & N. Company
Dodson-Cascade Locks Section
Columbia River Highway
Hood River County

To: Mr. G. S. Paxson
Assistant State Highway Engineer

1235

Office

L

By letter dated July 3, 1959, we transmitted a revised description on the subject file.

A drainage problem was involved in this taking, and Mr. Callahan of the Railroad Company insisted that Mr. Baker would need to approve the construction features involved. It was my understanding that you would discuss this problem with Mr. Baker, along with the other construction features involved in the preparation of the operating agreement.

Have you progressed in your negotiations with Mr. Baker to the point where the drainage problem involved in this file has been solved, and the transfer of the nonoperating property might be resumed?

4-12-60
ND

D H Moehring
D. H. MOEHRING
Assistant Right of Way Engineer

DHM:zg

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
AXSON

RECEIVED
MAR - 1 1959

FOR FILING

1-80N-2(20)39

5929

March 3, 1959

Oregon State Highway Commission

Gentlemen:

We have completed our survey on the Dodson-Cascade Locks Section of the Columbia River Highway in Multnomah and Hood River Counties. A public hearing was held on February 10, 1959, and you have been furnished a transcript of this hearing.

I recommend that you approve the survey and grant authority for the acquisition of the necessary rights of way. The details of the survey are shown on the attached map.

This matter will be on the agenda for your consideration at the March 5-6 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

Enclosure

cc to: Mr. Tom Edwards
Mr. Walter T. Wright

FC:fn:ae

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 3, 1959

SUBJECT: Survey Approval Maps
Dodson-Cascade Locks Section
Columbia River Highway

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

Attached are eleven prints of the above named survey approval map for submission to the commission.

The hearing on this section has been held.

Tom Edwards
Construction Engineer

By D. J. Barbee

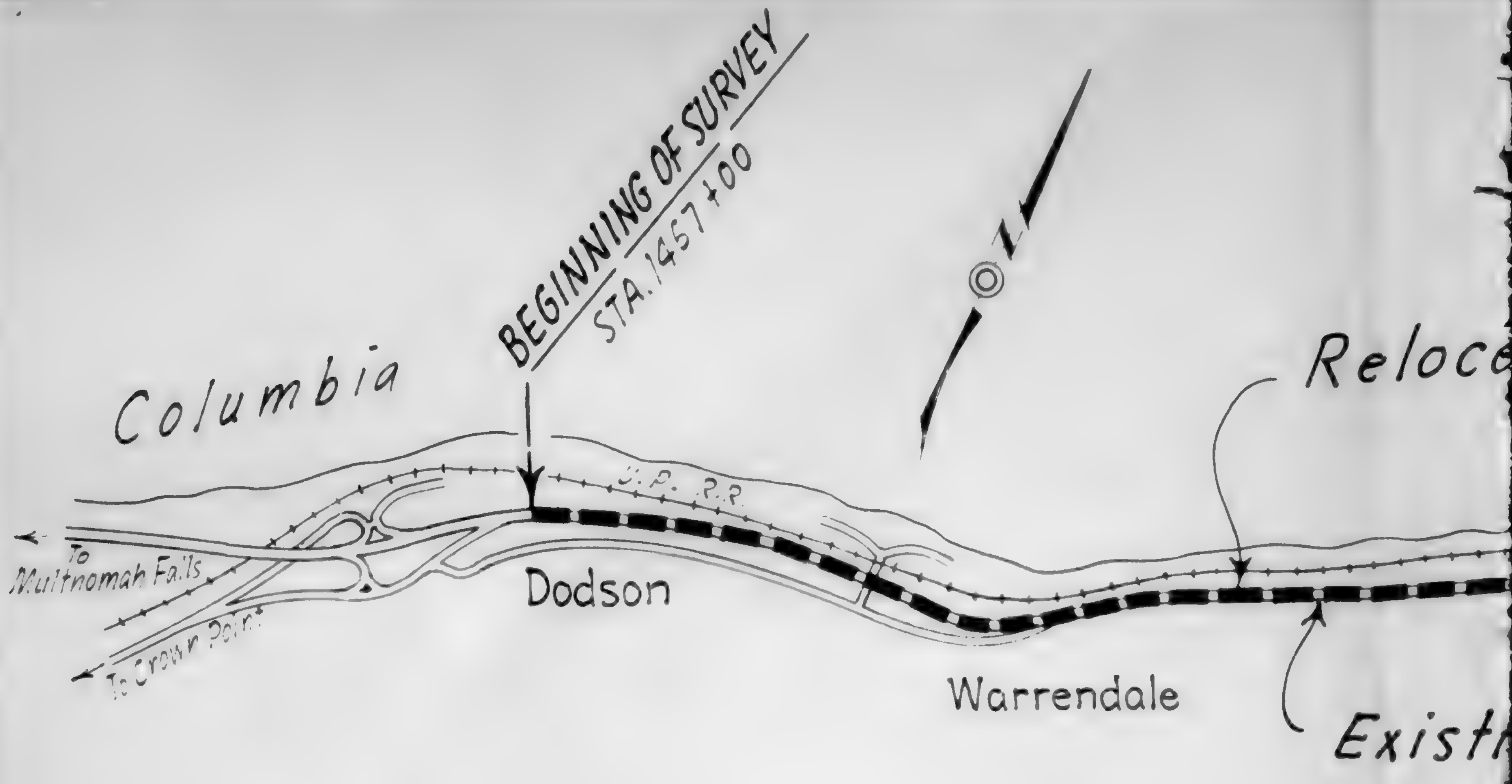
D. J. Barbee
Assistant Construction Engineer

DJB:law

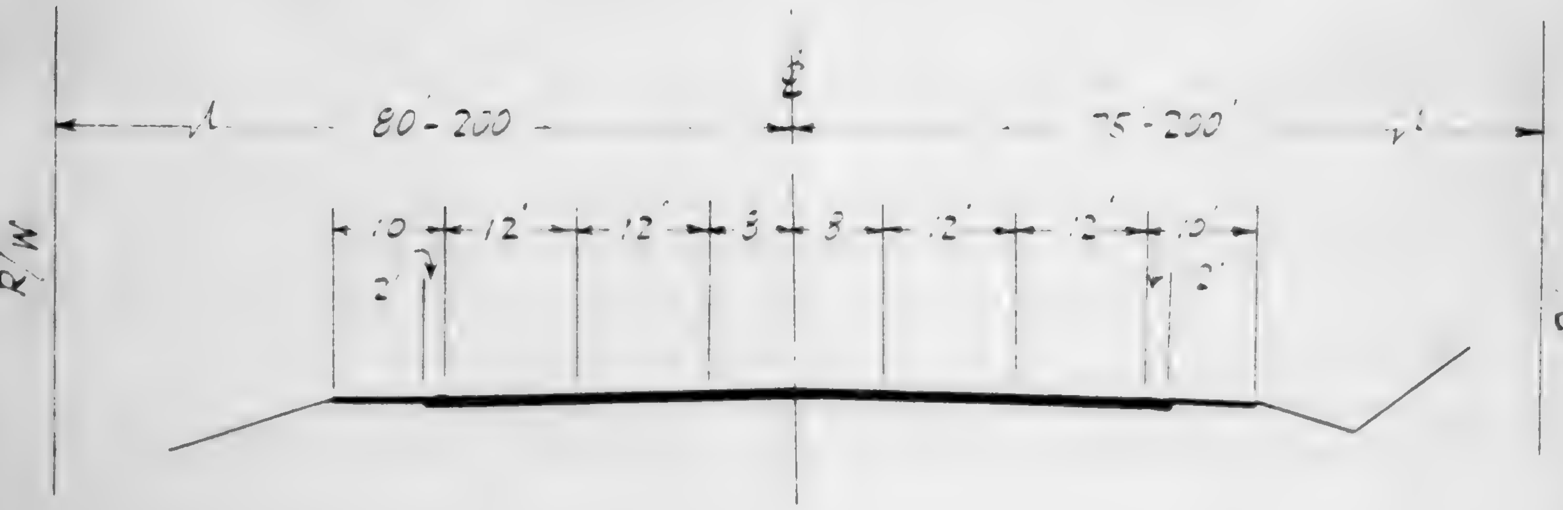
Attachment

Length 7.4 Miles B.

[illegible] COOPER


BEGINNING OF SURVEY
STA. 1457+00
N
Columbia
Reloc
U.P. R.R.
To Multnomah Falls
To Crown Point
Dodson
Warrendale
Existi

TYPICAL SECTION

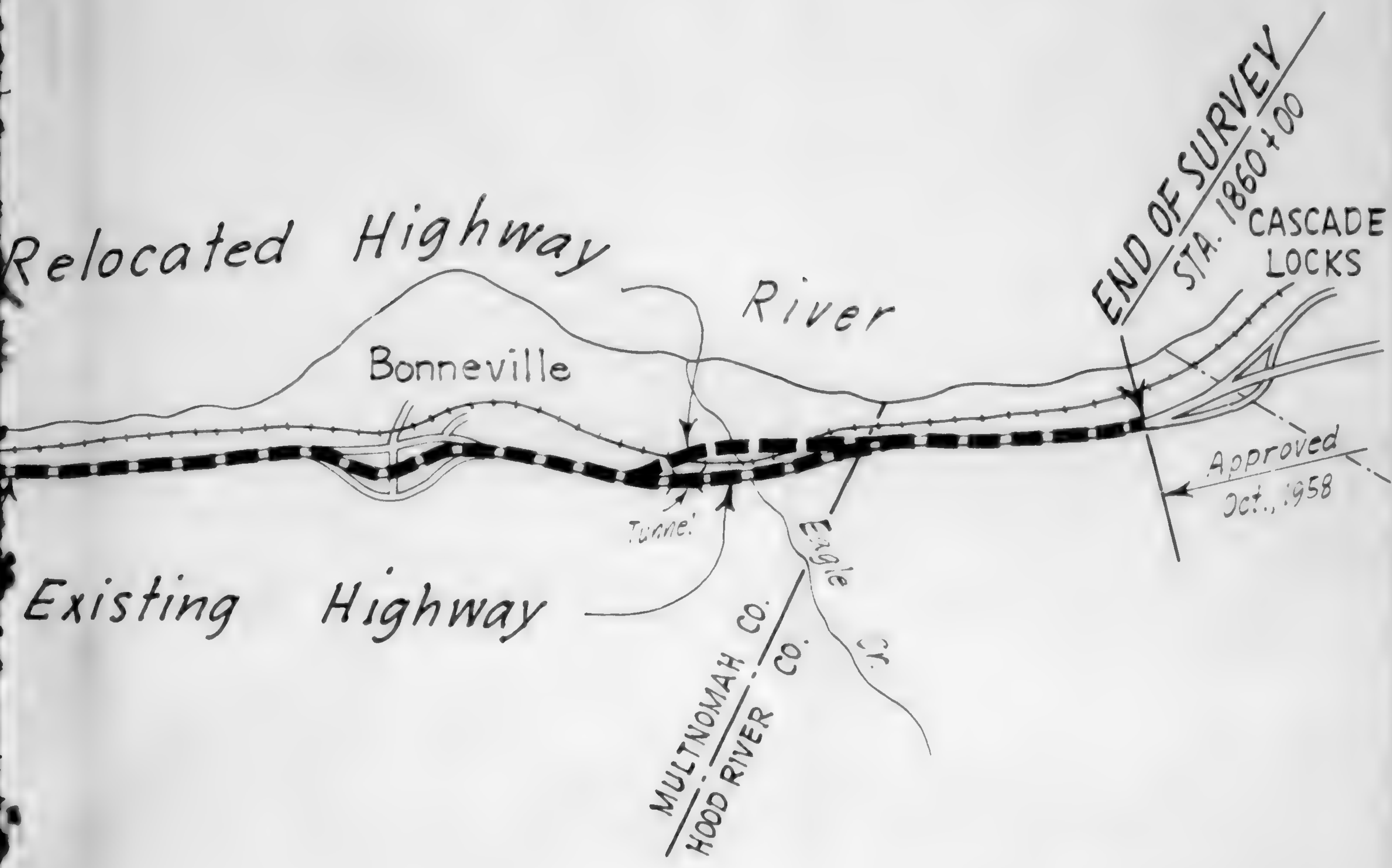

℄
80'-200'
75'-200'
R/W
R/W
10'
12'
12'
3'
3'
12'
12'
10'
2'
2'

APP

DEPUTY STA

Date: Ma

1R-5-1255


Relocated Highway
River
Bonneville
END OF SURVEY
STA. 1860+00
CASCADE LOCKS
Approved Oct., 1958
Tunnel
Existing Highway
Eagle Cr.
MULTNOMAH CO.
HOOD RIVER CO.

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

DODSON - CASCADE LOCKS SECTION

COLUMBIA RIVER HIGHWAY

MULTNOMAH & HOOD RIVER COUNTIES

March, 1959

DRG. NO. 1R-5-1255

For details see Drg. No. 5B-8-21, Jan., 1935
" " " Drg. No. 6B-14-11, Jan., 1945

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date: March 3, 1959

I-5-1(25)23 Phoenix Siphon Section
Pacific Highway
#5830 Grading and structures. 1960

C&A
2345
1-17-61

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[illegible]
[illegible]

477 Cottage Street N.E.
Salem, Oregon

August 21, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.5

By: L. R. Backlund
Administrative Manager

Oregon Project I-5-1(25)23
Phoenix Siphon Section (3.6 Mi. S. Medford)
Voucher No. 5 - Final
Net amount claimed, $13,333.00

The subject voucher has been approved in the reduced amount of $13,090.00. Deduction has been made in accordance with the attached Schedule of Exceptions No. 1.

Total amount of deduction	$262.96
Federal-aid pro-rata	92.32%
Net deduction in even dollars	$243.00

In the event you disagree with the deduction made, it will be necessary to present a reclaim in accordance with Instructional Memorandum 4-1-61.

Attachments

original To Young
with attachments
8-27-62

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OCT 16 1961
FOR FI

NOTED
W. C. WILLIAMS

5430

October 6, 1961

Phoenix Siphon Section
Contract No. 5880

FINAL COST ANALYSIS
Grading and Structures
Contractor: R. A. Heintz Construction Co.
Resident Engineer: Jack C. McCormick

Pacific Highway
Prefix No. 615-1079
Project No. I 5-1(25)23

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	2,000.00		1,840.21	2,000.00
Grader work	40	Station	20.00	12.13	485.02	800.00
Drainage Excavation	1,038.17	Cu. Yd.	1.00	1.47	1,531.04	1,038.17
Structural Excavation	295.03	Cu. Yd.	6.00	4.49	1,323.50	1,770.18
Special Borrow Excavation	1,176.5	Cu. Yd.	1.00	0.87	1,021.87	1,176.50
General Excavation	30,200.4	Cu. Yd.	0.90	0.83	25,161.87	27,180.36
18" Concrete Pipe	364	Lin. Ft.	5.00	3.55	1,291.97	1,820.00
60" Corr. Metal Pipe	265	Lin. Ft.	40.00	31.79	8,424.74	10,600.00
18" Culvert End Section	8	Each	40.00	31.77	254.12	320.00
Cl. A Conc. in Box Culverts	162.51	Cu. Yd.	62.00	50.96	8,281.09	10,075.62
Mtl. Reinf. in Box Culverts	28,284.24	Lbs.	0.15	0.105	2,960.23	4,242.64
Type 2 Fence	517.103	Rod	6.50	5.07	2,623.32	3,361.17
Type 3 Fence	7.164	Rod	10.00	10.00	71.14	71.64
8' x 58" Metal Gates	1	Each	120.00	55.85	55.85	120.00
Loose Riprap	363.9	Cu. Yd.	5.00	2.89	1,052.85	1,819.50
Class A Concrete	73.53	Cu. Yd.	58.00	60.21	4,426.99	5,000.04
Metal Reinforcement	8,118.79	Lbs.	0.20	0.105	849.71	1,623.76
Structural Steel	1,180.11	Lbs.	1.30	0.50	590.89	1,534.14
48" Conc. Cylinder Pipe	410	Lin. Ft.	42.00	41.35	16,951.97	17,220.00
Extra for Conc. Ci;. Pipe in Box Cul.	207	Lin. Ft.	2.00	1.06	210.17	414.00
Granular Bedding	136	Cu. Yd.	3.50	3.50	476.00	476.00
36" Concrete Pipe	36	Lin. Ft.	9.50	8.02	288.65	342.00
					$80,173.20	$93,005.72

DETAIL OF COST - Contract No. 5830

Labor:					
Labor				$ 29, 310. 21	
Labor Insurance				2, 264. 68	
Health, Welfare and Pension				1, 287. 01	$ 32, 861. 90
Materials:					
18" Concrete Pipe	364 Lin. Ft.	@	$2. 00	728. 00	
60" Corr. Metal Pipe	265 Lin. Ft.	@	$21. 25	5, 631. 25	
60" Corr. Metal Bands	12 Each	@	$42. 50	510. 00	
18" End Section	8 Each	@	$23. 76	190. 08	
48" Conc. Sylinder Pipe	410 Lin. Ft.	@	$29. 17	11, 957. 68	
36" Concrete Pipe	36 Lin. Ft.	@	$5. 00	180. 00	
Granular Material	136 Cu. Yd.	@	$3. 50	476. 00	
Redi-Mix Concrete	236. 04 Cu. Yd.	@	$17. 95	4, 236. 92	
Metal Reinforcement	36, 403. 03 Lbs.	@	$0. 0856	3, 116. 10	
Fencing Material	All			1, 427. 43	
Structural Steel	1, 180. 11 Lbs.	@	$0. 373	440. 00	28, 893. 46
Equipment Rental and Miscellaneous Supplies:					
Equipment Rental, Owned				7, 898. 90	
Equipment Rental, Hired fully operated				2, 411. 80	
Gas, Oil and Grease				984. 74	
Bond				697. 54	
Special Insurance				539. 06	
P. U. C.				85. 75	
P. L. and P. D. Insurance				483. 63	
Move In, Freight and Cartage				1, 790. 00	
Explosives				280. 50	
Small Tools and Miscellaneous Supplies				455. 75	
Home Office and General Overhead				2, 790. 17	18, 417. 84
				TOTAL COST	$ 80, 173. 20

Gross Revenue	$ 93, 005. 72
Total Cost	80, 173. 20
Net Profit	$ 12, 832. 52

Net Profit equals 13. 8% of Gross Revenue

Remarks - Contract No. 5830

This was a "Federal Aid Interstate Project" calling for the grading and structures of .20 mile of highway roadbed on the Phoenix Siphon Section of the Pacific Highway in Jackson County.

The contract was bid December 9, 1960; awarded January 4, 1961. Work started January 4th and the project was completed April 28, 1961.

The contractor moved in the fencing material January 4th and started erecting it immediately. This work required approximately two weeks to complete.

The clearing crew consisting of six men using one D8 cat with dozer and one power saw, started clearing January 5th, completing in approximately 2-1/2 weeks. A fair profit was realized on this item.

The contractor moved in one 1-cubic yard shovel, one 600 c.f. compressor, one air trac drill, two 8-cubic yard trucks, one cat #12 blade, owned equipment, one D6 cat and dozer and two Model "D" tournapulls, hired equipment, and started the excavation January 18th. The D6 cat and dozer and the two Model "D" tournapulls were used on the common excavation which included the frontage road and the excavation from Station 1066+00 to Station 1071. The balance of the excavation consisted of cemented gravel and solid rock which required drilling and blasting, loading with a 1-cubic yard shovel, and hauling with two 8-cubic yard trucks. The excavation for the 60" corrugated metal pipe and the 48" concrete cylinder pipe was in cemented gravel and solid rock. This material required drilling and shooting but only lightly.

The contractor built the box culvert, inlet and outlet structures, and the redi-mix concrete was purchased from M.C. Lininger & Sons.

The contractor had good bid prices, good equipment, and good supervision realizing a good profit.

M.N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED
AUG 28 1961
FOR FILING

4930

August 25, 1961

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5830 for grading-structures on the Phoenix Siphon Section of Pacific Highway in Jackson County was completed by the contractor, R. A. Heintz Const. Co., on April 28, 1961, but has not as yet been accepted by the Commission.

Final payment in the amount of $3,014.58 will be released to the contractor after acceptance by the Commission. The total contract amount is $93,005.72, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: R. A. Heintz Const. Co.,
211 NE Columbia Blvd.,
Portland 11
Oregon

RECEIVED
MAY 26 1961
FOR FILING

May 26, 1961

R. A. Heintz Const. Co.,
[illegible] NE Columbia Blvd.,
Portland 11
Oregon

Gentlemen:

The State Highway Commission at its meeting held on May 25, 1961, had under discussion your request for an extension of time from April 22 to April 28, 1961, within which to complete your contract #5830 without the assessment of liquidated damages, for grading-structures on the Phoenix Siphon Section of Pacific Highway in Jackson County.

We are pleased to inform you that the Highway Commission granted you the 6 additional workdays. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered, but did not necessarily adopt any of the reasons given by you for the failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Frank Morgan
Jack McCormick
Tom Edwards
Bureau of Public Roads
R. L. Porter
C. H. Matson

RECEIVED
MAY 25 1961
FOR FILING

1-5-1(a)	22
5-26	

May 24, 1961

Oregon State Highway Commission

Request for Extension of Time
No. 3
May 26, 1961 meeting

Gentlemen:

The R. A. Heintz Construction Company, contractor on the Phoenix Siphon Section of the Pacific Highway has requested that an extension of time between April 22 and April 28, 1961, be granted without assessment of liquidated damages. A previous request for extension of time between April 1 and April 22, 1961, has been granted.

A calendar completion date was used on this project to insure that the siphon would be ready for use by the beginning of the irrigation season. This deadline was met and no delay in water delivery was experienced; however, bad weather prevented the finishing of the roadway grading portion of the project within the time previously allowed. We have received concurrence from the Bureau of Public Roads.

Your approval of this additional six-day extension of time is requested.

This matter will be on the agenda for your consideration at the May 26 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
cc Mr. Tom Edwards

CHB:fp fn

I-5-1(25)23

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 5 May 61, 19

Section Phoenix Siphon

Kind of work grading, structures

Highway Pacific County Jackson

Section prefix 615-1079

Contractor R. A. Heintz Construction Co.

Contract number 5830

Date of contract 4 Jan., 19

Specified ~~work days~~ ending date 31 March 61

Extended to April 22, 1961

Date work started 4 Jan., 1961

Work days used 6 in excess of time extension

Project authorization $102,762.00

Exclusive of engineering $95,454.48

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $95,454.48

Estimated per cent overrun or underrun 0 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $7,307.52

Engineering cost to date $7,100.00, 97.1 %

Date project was completed April 28, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	00	00

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor completed cleanup on Project April 28, 1961.

Semi-Final Estimate will be completed approximatley May 19, 1961.

L. R. Chandler, Asst. Div. Engr., over project May 3, 1961

FINAL REPORT

CONSTRUCTION DIVISION
RECEIVED
MAY 8 1961

Noted
M. N. Juve

NOTED

Signed Jack C. McCormick

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.7	0.7			
Miles partially completed	0.7	0.7			
Miles completed	0.7	0.7			
Total estimated quantities (contract)	28,700	1,700			
Total quantities corrected to date	30,200	1,176			
Estimated quantities moved or placed to date	30,200	1,176			
Average daily quantities	0	0			
Average daily quantities necessary to complete project on time	Time extension 22 April 1961				
Number shifts per day	0	0			
Hours per shift	0	0			
Average force on project for week	0	0			

Men 0

Supervision 0

Men and trucks under 3 tons

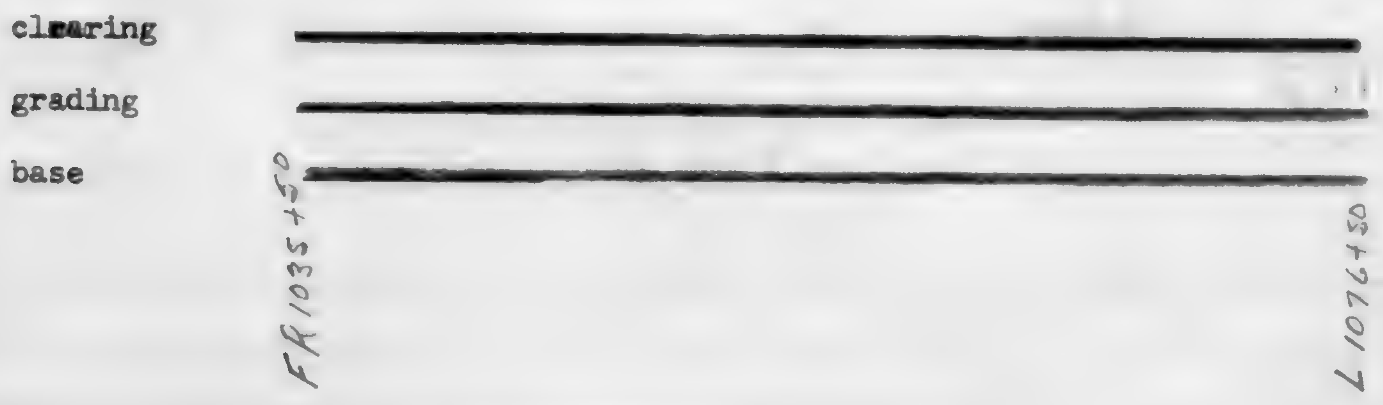
Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Showers		
Tuesday	Fair		
Wednesday	Cloudy		
Thursday	Cloudy		
Friday	Rain		
Saturday			



RECEIVED
MAY 5 1961
FOR FILING
I-5-1(25)23
5830

FORM CD-121
(9-12-56)

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

DATE: May 3, 1961

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

FROM : C. G. Polk, Division Engineer
08-35.4-DB Salem, Oregon

By: D M Emrich
D. M. Emrich
Acting Division Engineer

SUBJECT: Oregon Project I-5-1(25)23, Phoenix Siphon Section, Pacific Highway

Reference is made to your letter dated April 19, 1961 regarding an extension of time from March 31, 1961 to April 22, 1961, Contract No. 5830.

For the reasons mentioned in your letter, we approve your request.

RECEIVED
MAY 4 1961
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]

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APR 20 1961
FOR FILING

COMMISSIONERS
W. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

I 5-1(25)23

[illegible]

April 19, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

We request your approval of an extension of time to complete the Phoenix Siphon Section, Contract No. 5830, Federal project designation I-5-1(25)23. You will recall that this project was timed so that irrigation facilities could be constructed and placed in service prior to the summer irrigation season. To accomplish this, a calendar completion date was used and liquidated damages in the amount of $1,000.00 per day were specified for each calendar day the project extended beyond March 31, 1961.

Bids were accepted for this project on December 9, 1960 and award of the contract to the R. A. Heintz Construction Company was delayed until January 4, 1961 because certain buildings on the right of way were occupied. Due to inclement weather and excessive moisture in the ground, grading activity on the frontage road and certain portions of the mainline could not be conducted from January 14, 1961 through March 31, 1961. On March 31, 1961, a design change was made to an inlet facility to conform to the requirements of the irrigation district.

The contractor prosecuted the work and completed the irrigation facilities on April 7, 1961 and prior to the commencement of the irrigation season. He anticipates completion of the entire project on April 22, 1961.

Due to the severe time requirements imposed on this contract, the time of year the work had to be undertaken, the contractor's conscientious efforts to complete on time, and the fact that the intent of the contract has been fulfilled without loss to the State or Bureau of Public Roads, we request your concurrence in approving the extension of the completion date to April 22, 1961.

NOTED
[illegible]

This matter has been discussed with your Area Engineer, Mr. Florian Mills, who granted tentative approval and the Highway Commission considered the extension favorably on April 14, 1961, subject to your concurrence.

Very truly yours,

W. C. Williams
State Highway Engineer

By ORIGINAL SIGNED BY
TOM EDWARDS
Tom Edwards
Construction Engineer

LWR:fp:jw

cc Forrest Cooper ✓
R. L. Porter

RECEIVED
APR 19 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 17 1961

FOR FILING

I-5-1(25)2 [illegible]

[illegible]

4K (2)

April 17, 1961

R. A. Heintz Construction Co.,
211 NE Columbia Blvd.,
Portland 11
Oregon

Gentlemen:

The State Highway Commission at its meeting held on April 14, 1961, had under discussion your request for an extension of time from April 1, 1961, to April 22, 1961, within which to complete your contract #5830 without the assessment of liquidated damages, for grading-structures on the Phoenix Siphon Section of Pacific Highway in Jackson County.

We are pleased to inform you that the Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered, but did not necessarily adopt any of the reasons given by you for the failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Frank Morgan
Jack McCormick
Tom Edwards
R. L. Porter
C. H. Maison

RECEIVED
APR 17 1961
FOR FILING

I-5-1(25)23

5930

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 14, 1961

SUBJECT: Extension of Time
Phoenix Siphon Section
Contract No. 5830

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

Attached is "Contractor's Request for Extension of Time" on the Phoenix Siphon Grading and Structure Contract No. 5830 together with a rough draft of a letter to the Commission.

This contract covers the grading of a short section of the Interstate Route near Phoenix, the main purpose to install a siphon which will carry an irrigation canal under the highway and to make this installation during the wet "non-irrigation" season so as not to disrupt service.

Due to the necessity of completing this project prior to irrigation season, a calendar time limit (April 1, 1961) was established rather than normal work day count. Due to extensive damage which could be claimed if irrigation was disrupted, the "Liquidated Damages" were set at $1,000.00 per day.

Bids were taken on this project December 9, 1960 and award was held up until January 4, 1961 due to occupancy of some of the houses on the right of way. The contractor began work on January 4. Between January 14 and March 31, 1961, the contractor was unable to work on the frontage road and at times the main roadbed due to inclement weather and wet soil conditions nor would he have been allowed to work due to excessive moisture condition. On March 30, 1961, the design of the inlet structure to the siphon was changed to meet the requirement of the Irrigation District. On April 7, 1961 and prior to the advent of the irrigation season, the irrigation facilities were completed. The work remaining consists of final cleaning and grading on areas which were previously too wet to work.

Since the intent of this contract has been met, i.e., the facilities have been completed prior to the irrigation season and since the delays on this project have been caused as outlined above by circumstances beyond the control of the contractor and since no damages or losses in revenue have occurred to the State due to non-completion by

original in
contract file
(Presented as NOA Item)

April 1, 1961, I recommend that an extension of time be granted to April 22, 1961. This approval should be granted contingent to final approval of the Bureau of Public Roads. They have given tentative approval subject to justification.

Tom Edwards
Construction Engineer

By

L. W. Rulien
Assistant Field Construction Engineer

LWR:fp

Enc.

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5830 Contractor R. A. Heintz Construction Co.

Highway Pacific

Section Phoenix Siphon

Kind of Work Grading & Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

1- Delay of award of contract from December 9, 1960 to January 4, 1961.
2- Extremely inclement weather and excessive soil moisture from January 14, 1961 to March 31, 1961 which prevented grading on certain portion of the project.
3- The fact that irrigation facilities were completed prior to irrigation season.
4- Change in Design of an irrigation structure on March 31, 1961 necessitated by requirement of the irrigation district.

Recommended for Approval:

L R Chandler
Division Engineer

L. H. Young
Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No. 5830
Project designation I-5-1(25)23 State-Federal
Date awarded January 4, 1961
Work started January 4, 1961
Per cent completed 85% 4/11/1961 Date
Specified Completion Date
~~No. of Workdays Allowed~~ March 31, 1961
No. of Workdays Used All
Extension of Time requested to:
~~No. of Added Workdays Requested~~ 4/22/1961

E—330 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date April 10, 1961

Gentlemen:

We, the undersigned, respectfully request an increase in contract time ~~the number of workdays~~ from Mar. 31 ~~days~~ to Apr. 22 ~~days~~, within which to complete our Contract No. 5830, without the assessment of liquidated damages. The said contract is described as follows:

PHOENIX SYPHON SECTION of the Pacific Highway in Jackson County, Oregon

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: The Contractor has worked in cooperation with the Irrigation District and it was necessary to redesign the Outlet Structures on March 31, 1961.

The following is a list of days when Grading was impossible because of rain:

Feb. 1 - 2 - 6 - 9 - 10 - 15 - 24 - 27
Mar. 1 - 2 - 5 - 6 - 9 - 11 - 13 - 14 - 15 - 16 - 17 - 22 - 23 - 24

Respectfully submitted,

R. A. HEINTZ CONSTRUCTION COMPANY
Contractor

By R A Heintz PRES.

CONSENT OF SURETY

Date April 10, 1961

We, UNITED PACIFIC INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Emma M Kemp
Attorney-in-fact
Emma M. Kemp

(SEAL)

Robert A Young
Resident A
Robert A. Young

Contract 5830 2-20-61

RECEIVED
MAR 2 1961
FOR FILING

Monthly Transaction No. 2-77	Form[illegible]-2 (9-1[illegible]7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	[illegible]te **Oregon**
		County **Jackson**
Project Report No. I-5-1(25) 23	**FEDERAL-AID PROJECT AGREEMENT**	Project No. **I-5-1(25)23**

5830

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

US 99, 3.6 Mi. S. Medford S. 0.2 Mi.
(Phoenix Siphon Section)

Project classification or class of work	Effective date of authorization	Approximate length (*Miles*)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	11-17-60	0.2
Other (*Specify*)		

FUNDS

Estimated total cost of project $ 100,478	Federal funds $ 90,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By
[illegible] **State Highway Engineer**
(title)

By
(title)

By
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ **C. G. Polk**
Division Engineer

By:
R. C. Wright
Administrative Manager

Date executed by Division Engineer **February 20, 1961**

USComm-DC 40257

January 9, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Phoenix Siphon Section, Project No. I-5-1(25)23.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

Oregon State Highway Department

Federal Aid
Project No. I-5-1(25)23

PHOENIX [illegible] SECTION OF THE

PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 9, 1961

Type Code 0010
Roadway (Sta. 1066+00 to Sta. 1076+50)(Contract 5330)

Clearing and Grubbing	All	Required		$ 2,000.00
Grader Work	40	stations	$20.00	800.00
Drainage Excavation, Unclassified	930	cu.yds.	1.00	930.00
Structural Excavation, Unclassified	260	cu.yds.	6.00	1,560.00
Special Borrow Excavation, Unclassified	1,700	cu.yds.	1.00	1,700.00
General Excavation, Unclassified	27,000	cu.yds.	.90	24,300.00
18-inch Concrete Pipe	270	lin.ft.	5.00	1,350.00
60-inch Corrugated Metal Pipe	260	lin.ft.	40.00	10,400.00
18-inch Culvert End Sections	5	only	40.00	200.00
Class "A" Concrete in Box Culverts	170	cu.yds.	62.00	10,540.00
Metal Reinfrocement in Box Culverts	29,400	lbs.	.15	4,410.00
Type 2 Fence	510	rods	6.50	3,315.00
Type 3 Fence	6	rods	10.00	60.00
8' x 58" Metal Gates	1	only	120.00	120.00
16' x 48" Metal Gates	2	only	130.00	260.00
Loose Riprap	400	cu.yds.	5.00	2,000.00
Class "A" Concrete	80	cu.yds.	68.00	5,440.00
Metal Reinforcement	6,100	lbs.	.20	1,220.00
Structural Steel	1,080	lbs.	1.30	1,404.00
48-inch Concrete Cylinder Pipe	400	lin.ft.	42.00	16,800.00
Extra for Concrete Cylinder Pipe in Box Culvert	220	lin.ft.	2.00	440.00
Granular Bedding	170	cu.yds.	3.50	595.00
				$ 89,844.00
Work by Medford Irrigation District	All	Required		1,500.00
	Subtotal			$ 91,344.00
	10% Engr. & Cont.			9,134.00
	Total			$100,478.00

Length of Roadway - - - - - - - - - - - - 0.199 miles
Cost of Roadway per mile - - - - - - - - $504,959.79

Federal Funds - $ 90,000.00

State Funds - 10,478.00
$100,478.00

State Funds For Const.: Chap. 175, Laws 1917; Chap. 3[illegible], Laws 1920;
Chap. 529, Laws 1939.

State Funds For Maint.: Chap. 529, Laws 1939.

Federal Aid
Project No. I-5-1(25)23

Oregon State Highway Department

PHOENIX SIPHON SECTION OF THE

PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 10, 1960

Type Code 0010
Roadway (Sta. 1066+00 to Sta. 1076+50)

Clearing and Grubbing	All	Required	$	$ 750.00
Grader Work	40	station	7.00	280.00
Drainage Excavation, Unclassified	930	cu.yd.	3.50	3,255.00
Structural Excavation, Unclassified	260	cu.yd.	6.00	1,560.00
Special Borrow Excavation, Unclassified	1,700	cu.yd.	1.10	1,870.00
General Excavation, Unclassified	27,000	cu.yd.	0.85	22,950.00
18-inch Concrete Pipe	270	lin.ft.	5.00	1,350.00
60-inch Corrugated Metal Pipe	260	lin.ft.	32.00	8,320.00
18-inch Concrete End Sections	5	only	50.00	250.00
Class "A" Concrete in Box Culverts	170	cu.yd.	65.00	11,050.00
Metal Reinforcement in Box Culverts	29,400	lb.	0.14	4,116.00
Type 2 Fence	510	rod	6.50	3,315.00
Type 3 Fence	6	rod	20.00	120.00
8' x 58" Metal Gates	1	only	125.00	125.00
16' x 48" Metal Gates	2	only	85.00	170.00
Loose Riprap	400	cu.yd.	4.50	1,800.00
Class "A" Concrete	80	cu.yd.	65.00	5,200.00
Metal Reinforcement	6,100	lb.	0.18	1,098.00
Structural Steel	1,080	lb.	0.40	432.00
48-inch Concrete-cylinder Pipe	400	lin.ft.	35.00	14,000.00
Extra for Concrete-cylinder Pipe in Box Culvert	220	lin.ft.	3.00	660.00
Granular Bedding	170	cu.yd.	6.00	1,020.00
				$ 83,691.00
Work by Medford Irrigation District	All	Required		1,500.00
	Subtotal			$ 85,191.00
	10% Engr. & Cont.			8,519.00
		Total		$ 93,710.00

Length of Roadway - - - - - - - 0.199 Mile
Cost of Roadway Per Mile- - - - $470,904.52

Federal Funds -	$ 86,000.00
State Funds -	7,710.00
	$ 93,710.00

RECEIVED
FEB 17 1961
FOR FILING
I-5-1(25) 23
5430

T

February 17, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement signed by the Highway Commission for the Phoenix Siphon Section, Project No. I-5-1(25)23.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DAR:bb

RECEIVED
FEB 2 1961
FOR FILING

I-5-1(25)23

4730

February 1, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, Account No. 284 covering reimbursement to Medford Irrigation District for review of plans and inspection on the Phoenix Siphon Section of the Pacific Highway in Jackson County, Contract No. 5830, in connection with Federal Aid Project No. I-5-1(25)23.

The Bureau of Reclamation requires that irrigation districts submit plans and specifications for changes prior to start of construction. Review of plans is to cover the preliminary checking.

The inspection of the installation by the irrigation district is to insure that the siphon pipe is placed in accordance with the standards of the district and is a reasonable request. This is not a normal culvert installation.

The total estimated amount of the order is $1,500, with Federal participation of $1,350. This work has been verbally approved by the BPR District Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

Enc.

T

FORM E-129
RECEIVED
JAN 24 1961
FOR FILING

1-5-1(25)

5130

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

January 24, 1961

R. A. Heintz Construction Co.,
~~211 NE~~ Columbia Blvd.,
Portland 11
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> **Contract #5830, awarded Jan. 4, 1961, for grading-structures on the Phoenix Siphon Section of Pacific Highway in Jackson County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

RECEIVED
MAR 6 1961
FOR FILING

I-5-1(25)23

5830

AGENDA
JAN 27 1961

5j

January 17, 1961

Medford Irrigation District
1310 Barnett Road
Medford, Oregon

MISC. CONTRACTS and
AGREEMENTS No. 2345

Gentlemen:

We are enclosing for the records and files of the Medford Irrigation District a fully executed copy of an agreement between the State Highway Commission and the Medford Irrigation District covering construction on the 12th St.-Valley View Road Section of the Pacific Highway in Jackson County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - Mr. Phil Lowry
Frohnmayer, Lowry, Hogan and Detherage
200 Cooley Theatre Building
Medford, Oregon

M

The Contract for construction of this project was awarded Jan 4. 1961 (R. A. Heintz - job #12 bids opened 12-9-60)

If the Commission wishes to sign this agreement I will place it on the 1-27 agenda for Confirmation

F. Query

FORM E-30 50M 7-60 29388

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 6, 1961

SUBJECT: Phoenix Siphon Agreement
Medford Irrigation District
12th St.-Valley View Road
Pacific Highway
Jackson County

To: Mr. Floyd Query
Secretary,
Highway Commission
BUILDING

Attached are two copies of a proposed agreement with the Medford Irrigation District, signed by Mr. Paul Culbertson, Chairman, Mr. J. S. Cameron, member, and Mr. Albert E. Hueners, member, of the Board of Directors of the Medford Irrigation District. These were signed by the above-named officials on January 3, 1961.

Please present the proposed agreements to the Highway Commission for completion at its next meeting.

When you send the completed agreement to the Medford Irrigation District, a copy of the letter of transmittal should be sent to the attorney for the District, Mr. Phil Lowry of Frohnmayer, Lowry, Hogan and Detherage, Attorneys at Law, 200 Cooley Theatre Building, Medford, Oregon.

Tom Edwards
Construction Engineer

Attach.

cc G. S. Paxson
R. L. Porter
W. T. Wright
L. I. Lindas
I. D. Merchant
F. D. Morgan

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ENGINEER

RECEIVED
FEB 21 1961
FOR FILING

I-5-1(25)23

5930

LWB:BJK
12/22/60

AGREEMENT

THIS AGREEMENT, made and entered into this [illegible] day of [illegible], 1961, by and between the STATE OF OREGON, acting by and through its State Highway Commission, hereinafter called "State," and the MEDFORD IRRIGATION DISTRICT, a quasi-municipal corporation, acting by and through its Board of Directors, hereinafter called "District";

WITNESSETH:

RECITALS:

1. State proposes to construct the 12th Street-Valley View Road Section of the relocated Pacific Highway, State Primary Highway No. 1, which said construction will conflict and interfere with the present Phoenix Siphon Irrigation facilities maintained by District within the right of way of said highway.

2. State plans and proposes to relocate and reconstruct a portion of said irrigation facilities so as not to conflict with the proposed construction of said highway. All acts necessary to accomplish this end shall hereinafter be referred to as "project."

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY STATE:

1. State shall prepare the plans and specifications, let and award all contracts and supervise the construction of said project. Attached hereto, marked Exhibits "A" and "B" and by this reference made a part hereof, are the plans and specifications of said project, subject however to the following:

a. Contrary to the provision set forth on page 25 of the attached Exhibit "B," under the heading Excavating and Bedding, the ½" #40 granular material shall be placed to form an adequate bedding of not less than 4 inches between the floor of the culvert and the bottom of the siphon pipe.

b. The field joints for said siphon pipe shall be made according to the Bureau of Reclamation Specifications #DC-4705 paragraph 61 (K), which said specifications are those for the existing siphon. Said paragraph 61 (K) of said specifications is by this reference incorporated herein and made a part hereof.

2. Upon or prior to completion of said project, State shall grant to District a permanent easement for District's relocated irrigation facilities within the right of way boundaries of the aforesaid relocated Pacific Highway. Said easement shall be approximately as shown colored in blue on sheet no. 4 of the attached Exhibit "A." Access to the pipes located in said easement area shall be allowed only from that area of the said easement which is outside the access control lines of said highway as those lines are shown on sheet no. 4 of the attached Exhibit "A."

3. State shall acquire fee title to the real property approximately as shown colored in green on sheet no. 4 of the attached Exhibit "A" and shall, upon or prior to completion of project, convey said property in fee to District.

4. State shall require the contractor for said project to maintain passage for storm water flow at all times during the construction of said project.

5. State shall require the contractor for said project to provide, in addition to any other insurance required to be purchased by said contractor, property damage liability insurance in the amount of not less than $50,000 insuring District, its officers, agents and employees against any claims arising from storm water damage occurring during the course of construction of said project; and State shall further require contractor to furnish evidence of property damage liability insurance in the amount of not less than $50,000 insuring himself against all damages arising from blasting during the course of construction of said project and adjacent highway projects in the immediate vicinity of the siphon installation.

6. It is agreed by State that the irrigation siphon shall be completed by not later than March 31, 1961.

7. Upon receipt of an itemized statement from District, State shall reimburse District for costs incurred by District in having the plans and specifications for said project reviewed and approved by the United States Bureau of Reclamation.

8. Upon receipt of an itemized statement from District, State shall reimburse District for costs incurred by District for the inspection of the laying and back filling of the siphon pipe.

9. State shall require that a test for leakage be made before acceptance of the siphon pipe. The said test shall be made in accordance with the Bureau of Reclamation Specifications #DC-4705 paragraph 60 (m), which said specifications are those for the existing siphon. Said paragraph 60 (m) of said specifications is by this reference incorporated herein and made a part hereof. The said test shall be completed and deficiencies corrected prior to March 31, 1961.

10. Prior to fabrication of the siphon pipe, State shall submit the shop drawings for said pipe to District for approval.

THINGS TO BE DONE BY DISTRICT:

1. District, by execution of this agreement, approves the plans and specifications attached hereto and marked Exhibits "A" and "B," together with all the provisions and modifications as set forth under THINGS TO BE DONE BY STATE.

2. District shall, at its own expense, submit the plans and specifications for said project to the United States Bureau of Reclamation for review and approval. District will be reimbursed for the costs incurred in obtaining said approval as provided under paragraph 7 of THINGS TO BE DONE BY STATE.

3. District shall, upon completion of project, quitclaim to State the real property approximately as shown colored in brown on sheet no. 4 of the attached Exhibit "A," which is now occupied by the canal and which must be abandoned due to the relocation of the inlet works of the siphon pipe. District shall accept in return as consideration for said property, the easement and fee to be granted and conveyed to District by State as provided under paragraphs 2 and 3 under THINGS TO BE DONE BY STATE.

4. Upon the completion of construction of said project and acceptance thereof by District, District shall assume complete control over the operations and maintenance of all irrigation facilities to be relocated and reconstructed under this agreement, and District hereby agrees to observe and refrain from entering upon the surface of said relocated Pacific Highway between the boundaries of the access control lines while carrying out said operations and maintenance, except as hereinafter provided. District will be allowed to enter below the surface of the said relocated Pacific Highway through the 60-inch wasteway, the siphon pipe and the concrete box culvert. Access to said facilities shall be made from outside the access control lines as provided in paragraph 2 under THINGS TO BE DONE BY STATE. Entry to the surface of the relocated Pacific Highway between the boundaries of the access control lines will be allowed only under emergency conditions, provided that the District Maintenance Superintendent is notified prior to such entry and adequate provision is made for signs and/or flagmen and approved by the District Maintenance Superintendent, and further provided that under no circumstances will District be allowed to cut or work upon the pavement of the freeway, either on the main-travelled lanes or on the shoulders of the roadways. Notwithstanding the foregoing access provisions, access for major repairs or reconstruction of the irrigation facilities covered by this agreement will be allowed only under terms and conditions to be agreed upon between the parties hereto at such time as such work is required.

CHB
ya.t.
Ja.H.
HB

5. District may, at its own convenience, supply an inspector during construction of said project. All costs incurred for such inspection shall be at the sole expense of District except that the cost of inspection for the laying and back filling of the siphon pipe shall be paid in the first instance by District and State shall thereafter reimburse District as provided in paragraph 8 under THINGS TO BE DONE BY STATE.

6. District shall, upon request by State and by deed satisfactory to State, sell to State for the sum of $575.00 the 0.83 acre of property as approximately shown in red on sheet no. 4 of the attached Exhibit "A."

7. District hereby permits State, its agents, employees and contractors the right to go upon the property approximately as shown colored in red and brown on sheet no. 4 of the attached Exhibit "A" and to carry out on said property, all work incidental to the construction of said project, until such times as District transfers said property to State as provided under paragraphs 3 and 6 of THINGS TO BE DONE BY DISTRICT.

GENERAL PROVISIONS:

1. District, upon completion of said project, shall have a permanent right of access to the inlet works via the frontage road as shown on sheets no. 3 and 4 of the attached Exhibit "A."

2. It is hereby agreed that District shall be entitled to salvage the existing siphon pipe provided that said District does not interfere with the operations of the said contractor for said project.

IN WITNESS WHEREOF, the parties hereto have set their hands and seals the day and year first above written.

ATTEST:

Secretary

APPROVED:

~~Assistant~~ State Highway Engineer

APPROVED AS TO FORM:

Chief Counsel

STATE OF OREGON, by and through its State Highway Commission

By ______________________ Chairman

By ______________________ Commissioner

By ______________________ Commissioner

MEDFORD IRRIGATION DISTRICT, a quasi-municipal corporation, by and through its Board of Directors

By Paul Culbertson

By

By Albert E. Humes

APPROVED
C. G. Polk, Division Engineer
By M. E. Martin Date FEB 9 1961

LWP:bjk
12/30/60

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JAN - 9 1961
FOR FILING

I 5 1 (25) 23

5830

January 9, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on January 4, 1961, on Contract No. 5830, Phoenix Siphon Section, in Jackson County, in connection with Federal Aid Project No. I-5-1(25)23.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

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OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 6, 1961

SUBJECT: Phoenix Siphon Agreement
Medford Irrigation District
12th St.-Valley View Road
Pacific Highway
Jackson County

To: Mr. Floyd Query
Secretary,
Highway Commission
BUILDING

Attached are two copies of a proposed agreement with the Medford Irrigation District, signed by Mr. Paul Culbertson, Chairman, Mr. J. S. Cameron, member, and Mr. Albert E. Mueners, member, of the Board of Directors of the Medford Irrigation District. These were signed by the above-named officials on January 3, 1961.

Please present the proposed agreements to the Highway Commission for completion at its next meeting.

When you send the completed agreement to the Medford Irrigation District, a copy of the letter of transmittal should be sent to the attorney for the District, Mr. Phil Lowry of Frohnmayer, Lowry, Hogan and Detherage, Attorneys at Law, 200 Cooley Theatre Building, Medford, Oregon.

ORIGINAL SIGNED BY
TOM EDWARDS

Tom Edwards
Construction Engineer

Attach.

cc G. S. Paxson ✓
R. L. Porter
W. T. Wright
L. I. Lindas
I. D. Merchant
F. D. Morgan

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ENGINEER

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N - 1 1961
FOR FILING
1-5-1(25)23
5830

January 4, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and structures on the Phoenix Siphon Section of the Pacific Highway in Jackson County, Project I-5-1(25)23, to R. A. Heintz Construction Co. on the basis of the bid of $89,844.00 submitted on December 9, 1960.

All rights of entry required for this contract are acquired. All rights of access to or from abutting properties are either (1) denied by law, or (2) have been acquired, or (3) are being acquired in condemnation proceedings which have been commenced and which will be prosecuted to completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:sw

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FOR [illegible]

1-5-1(25)23

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

January 4, 1961

5830

By:
M. E. Martin
Acting Division Engineer

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project I-5-1(25)23

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project I-5-1(25)23, Phoenix Siphon Section of the Pacific Highway we hereby concur, as of this date, in award of Contract No., 5830 to R. A. Heintz Construction Co., of Portland, Oregon, low bidder in the amount of $89,844.00 at the December 9, 1960 bid opening.

Porter

NOTED
FORREST COOPER

R. A. HEINTZ CONSTRUCTION CO.

Highway and General Contractors

PHONE: BUtler 5-2501

211 N.E. COLUMBIA BLVD.
PORTLAND 11, OREGON

1-5-1 (25) 23

5830

December 30, 1960

State of Oregon
State Highway Commission
Salem, Oregon

Re: Phoenix Siphon Section
State Highway Project at
Medford, Oregon

Attention: Mr. Forrest Cooper
Asst. State Highway Engineer

Gentlemen:

We have learned through your call of December 29th and further conversation with Mr. Paxton on December 30 of the reluctance of the Irrigation District to sign an agreement to permit this job to go ahead until they are assured that installation and testing of the Pipe can be accomplished and the Siphon Line can be put into operation by April 1, 1961.

Our discussion with Mr. Paxton brought out the need for a conservative construction schedule furnished by the Contractor which could, in turn, be furnished the Irrigation District.

There follows our best estimate of our work progress, if plans and authorization to proceed are in our hands by Jan. 4, 1961:

Jan. 4	Receipt revised Plans for 48" Pipe
Jan. 11	American Pipe and Construction - construction details complete
Jan. 20	Plans approved and returned to us
Jan. 23	American Pipe and Construction begin manufacture of Pipe

FCW
[illegible]
[illegible]

December 30, 1960

Oregon State Highway Commission
Salem, Oregon

Attn: Forrest Cooper

Re: Phoenix Siphon Section
PAGE TWO

Feb. 10	48" Pipe delivered to Job
Feb. 17	48" Pipe installed and test begun
Feb. 24	Concrete poured
Mar. 17	Ready for use

The above schedule provides two weeks to spare, to take care of delays, etc., and we feel that it is conservative.

Very truly yours,
R. A. HEINTZ CONSTRUCTION COMPANY

J S Budd
J. S. Budd
General Superintendent

JSB:gb
cc: 3 to addressee
1 to Field Office
1 to File

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NOV 25 1960

FOR FILING
1-2-11(a)U3

#6928

November 25, 1960

08-35.4-DB

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your inquiry of November 21, 1960 concerning the discrepancy between the preliminary estimate and the one included in the P. S. and E. for the Phoenix Siphon.

The difference can be attributed to several things; the main one being the intake, outlet and thrust block structures which accounts for $8,290. As this construction is essential with any type of siphon structure, it was not included with the preliminary estimate.

The 8 x 6 box culvert is now estimated to cost $14,251 whereas in the preliminary it was $12,754. This differential is due to somewhat different quantities and unit prices in the final design than were used in the preliminary.

The 48-inch pipe installation on the final design is estimated to cost $16,940 whereas on the preliminary it was $12,534. It appears that the unit prices used in the preliminary are somewhat low and that no allowances to net quantities were used.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:sw

cc: Forrest Cooper

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: November 21, 1960

FROM : C. G. Polk, Division Engineer
08-35.4-DB Salem, Oregon

CGPolk

SUBJECT: Oregon Project I-5-1(25)23
Phoenix Siphon Section, Pacific Highway

When the subject project was under discussion prior to its advancement to the advertising stage we were furnished cost estimates of the various types of construction under consideration and the estimated cost of the selected type, a 48" concrete steel pipe installed in an 8'x6' concrete box culvert, was $25,287.50.

The estimated cost submitted with the P. S. and E. documents, exclusive of the 60" metal waste pipe and drain ditch, for installation of the siphon and connected structures is approximately $39,300.

Please advise us of the reason for the discrepancy of about $14,000 between the two estimates.

Porter

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408 State Highway Building
Salem, Oregon

November 21, 1960

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

1-5-1(25)23
5830

C. G. Polk, Division Engineer
08-35.4-DS Salem, Oregon

Oregon Project I-5-1(25)23
Phoenix Siphon Section, Pacific Highway

When the subject project was under discussion prior to its advancement to the advertising stage we were furnished cost estimates of the various types of construction under consideration and the estimated cost of the selected type, a 48" concrete steel pipe installed in an 8'x6' concrete box culvert, was $25,287.50.

The estimated cost submitted with the P. S. and E. documents, exclusive of the 60" metal waste pipe and drain ditch, for installation of the siphon and connected structures is approximately $39,300.

Please advise us of the reason for the discrepancy of about $14,000 between the two estimates.

Porter

RECEIVED

I-5-1(25)23

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

November 17, 1960

5930

C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

Oregon Project I-5-1(25)23

We have today approved the P. S. and E. documents for Oregon Project I-5-1(25)23, Phoenix Siphon Section, Pacific Highway, Jackson County.

This is to authorize your advertising for bids.

Porter

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NOV 17 1960
PORTLAND, ORE.

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

1-5-1 (25) 23

573[illegible]

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 15, 1960

Mr. [illegible] C. Polk, Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Right of Way Status
Phoenix Siphon Section
Seven Oaks-[illegible] Creek
Section
Pacific Highway
Jackson County

Dear Sir:

Four files remain at issue on this project, as follows:

No. 29329	Cox	$23,500
No. 29330	Schleigh	1,250
No. 29331	Steveson	5,350
No. 29334	Medford Irrigation District	575
	Total	$30,675

Letters of legal offer have gone out on all these files. We are in a position to file complaints on November 18, 1960, if that is required to permit advertising.

In order to allow a reasonable time for answer on all legal offers, we would propose to defer the completion of filings until November 22, 1960. We shall follow the latter course unless we are advised that you require filings on November 18.

Very truly yours,

WALTER T. WRIGHT
Right of Way Engineer

cc Mr. Forrest Cooper ✓
Mr. L. I. Lindas
Mr. W. L. Porter

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NOV [illegible] 1960
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING
1-5-1 (25) 23
5830

Salem, Oregon
November 7, 1960

Mr. Leonard I. Lindas

Herewith a map and list of items to be covered in an agreement with the Medford Irrigation District covering the Phoenix siphon.

It would be appreciated if you would have an agreement prepared so that we may complete arrangements with the District.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. Tom Edwards
Mr. R. L. Porter

RECEIVED
NOV 15 196
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO 1-5-1(25)23 : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: October 31, 1960

By:
D. M. Emrich
Acting Division Engineer

5830 CGPolk

FROM : C. G. Polk, Division Engineer
08-35.4-DB Salem, Oregon

SUBJECT: Oregon Project I-5( ), 12th Street-North Ashland Interchange Section, Pacific Highway

Reference is made to your letter of October 25, 1960 concerning the relocation of the Medford Irrigation District intake works and a portion of the Phoenix Siphon across Bear Creek necessitated by the proposed construction of the subject project.

We concur in your recommendation that a 48-inch inside diameter pipe protected by an 8'x6' concrete box culvert be installed in the relocated portion of the siphon for the reasons set forth in your letter.

NOTED

RECEIVED
NOV 14 1960
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E 123-K 75M 1-60

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
OCT [illegible] 1960

5930

October 25, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Further study has been given the matter of relocation of the Medford Irrigation District intake works and a portion of the Phoenix Siphon across Bear Creek. The existing headworks and a portion of the siphon will be obliterated by the freeway construction in the vicinity of Station 1077. The existing pipe is a 48-inch inside diameter concrete cylinder pipe laid some six years ago. It is proposed to replace the line with the same type of pipe.

Negotiations have been carried on for some time with the Medford Irrigation District concerning the replacement of this siphon. On October 6th I wrote a Memo to the File (of which you received a copy) recommending that we proceed on the basis of installation of a 54-inch pipe to be installed under the freeway without additional protection. The Medford Irrigation District is extremely adamant concerning this point. They report that the yearly value of crops dependent upon water from this siphon is approximately 5½ million dollars. Much of this is specialty crops grown on irrigated land. The loss of water during the growing period for as little as one week would seriously damage and/or reduce the crop yield.

Since writing my Memo to the File on October 6th, further negotiations have taken place and it has become evident that agreement cannot be reached on the 54-inch pipe without the State assuming responsibility for its continued operation. This is an assumption of a liability which could not be condoned, since it is foreseeable that, in case of some unknown disaster, the Highway Commission could become liable for a complete crop loss. It is probably true that the installation could be made as originally planned, based on a condemnation proceeding taking of the existing facility. However, it is extremely uncertain as to the cost of such procedure inasmuch as it is probable that a jury might conceivably consider the uncertainty factor in establishing the award to the Medford Irrigation District. Further, should any damage occur resulting from an installation made without protective covering of the siphon pipe, repair would be extremely costly due to the probable necessity of interrupting Interstate Highway traffic.

In view of these facts, we recommend that the installation be made using a 48-inch inside diameter pipe protected by an 8' x 6' concrete box culvert. Your concurrence is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Tom Edwards
Construction Engineer

TE:jw

cc Forrest Cooper
G. S. Paxson
L. I. Lindas
R. L. Porter
Walter T. Wright
Ivan D. Merchant

R

RECEIVED
OCT 1960
FOR FILING
1-5-1 (25) 23
5830

Salem, Oregon
October 14, 1960

12th Street-Valley View
Road Section
Pacific Highway

Mr. Tom Edwards
Construction Engineer
OFFICE

I do not know whether the matter has been settled or not but it would appear that we should proceed with the construction of a 54-inch siphon pipe on the 12th Street-Valley View Road Section on Interstate 5 in Jackson County.

I refer to the proposal which would install the pipe without encasing it in the conduit. Before proceeding with this work, it will be necessary to acquire right of way.

I assume that you will take the necessary steps.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams

FORM E-30X 50M 2-60 26119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 6, 1960

SUBJECT: 12th Street-Valley View
Road Section
Pacific Highway

To:

MEMO TO THE FILE

We have investigated the controversy with the Medford Irrigation District concerning the pipe size and cover as indicated by Item 2 of the attached Memo to the File. We find the estimates of cost to be as follows:

48-inch pipe without conduit	$12,533.75
54-inch siphon pipe without conduit	$16,356.25
48-inch Pipe in 6-foot metal protection sleeve	$22,583.75
48-inch pipe in 8' x 6' concrete box	$25,287.50

The type of pipe desired by the Medford Irrigation District is an extremely high type pipe. The possibility of damage due to vibration is negligible. The use of a sleeve or box culvert over this type of pipe does not appear to be required in sound engineering practice.

It is recommended that the installation be made with a 54-inch pipe as shown on the attached drawings and that such steps as are necessary to pursue this installation by condemnation if necessary be taken without acceptance of guarantee of operation by the State of Oregon.

Tom Edwards

Tom Edwards
Construction Engineer

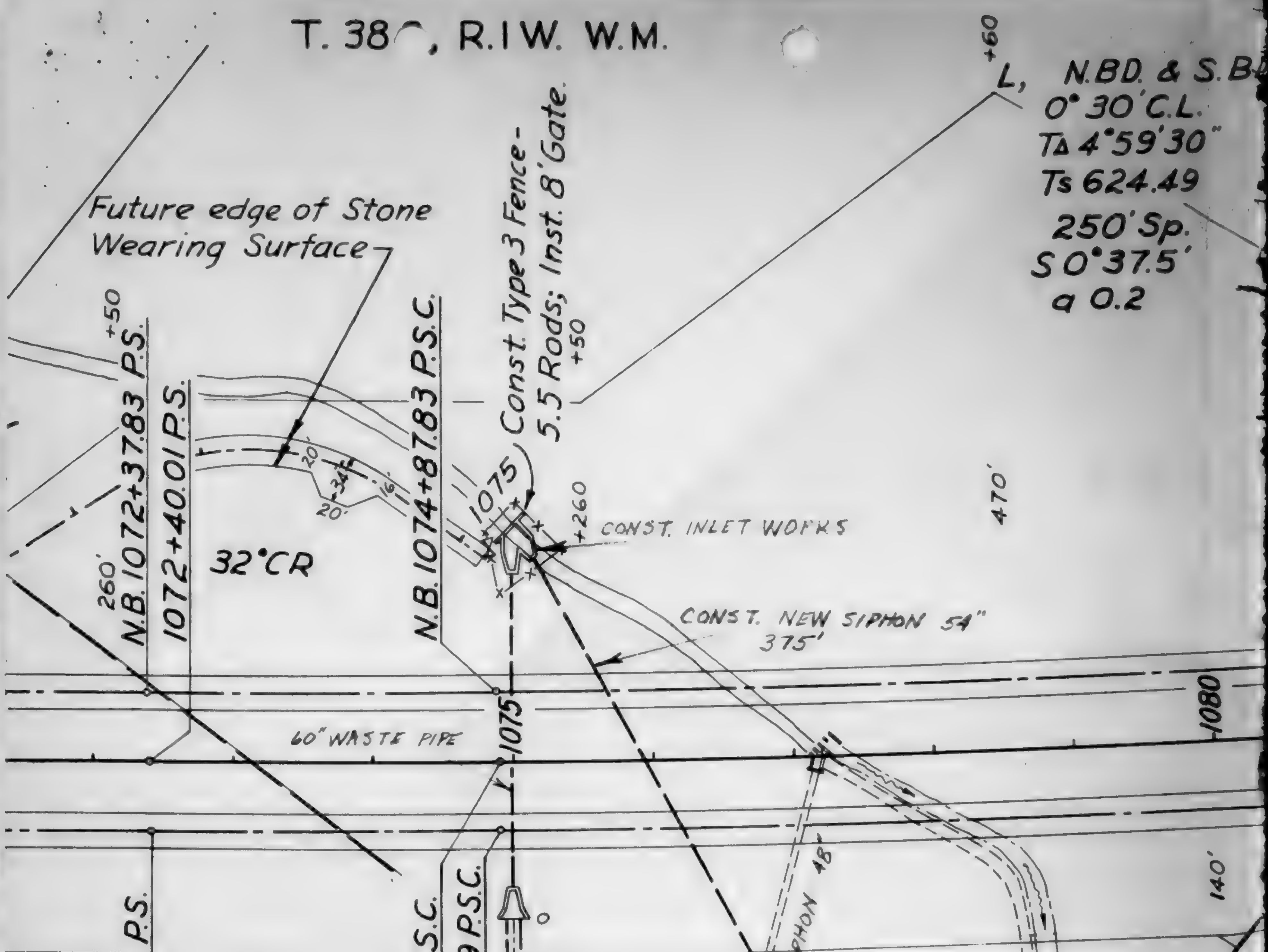
TE:jw

Attach.

cc Forrest Cooper
G. S. Paxson
C. G. Polk
Leonard I. Lindas
R. L. Porter
Walter T. Wright
Curtis H. Baker

NOTED

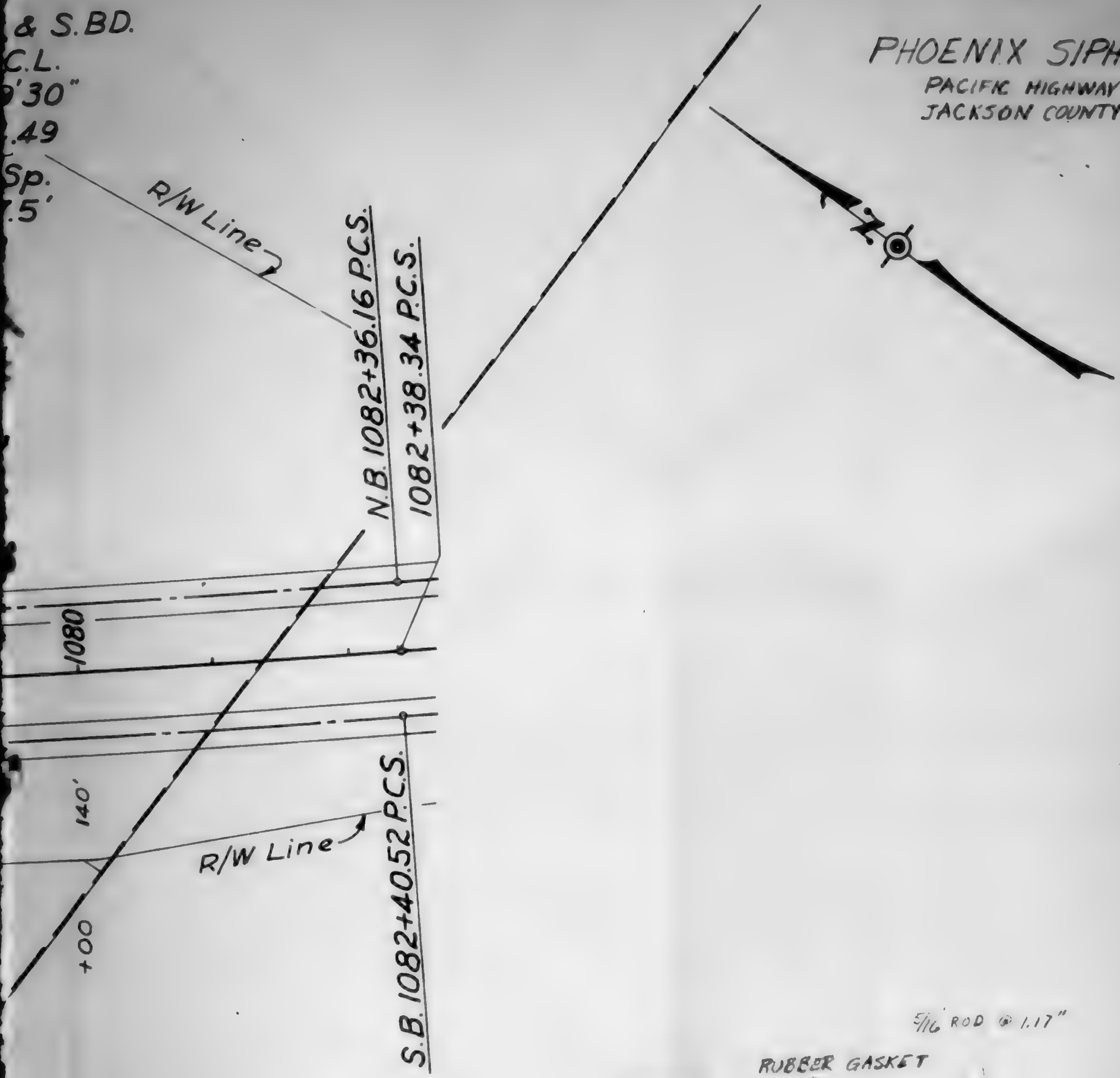
RECEIVED
OCT 7 1960
OFFICE OF
STATE HIGHWAY ENGINEER

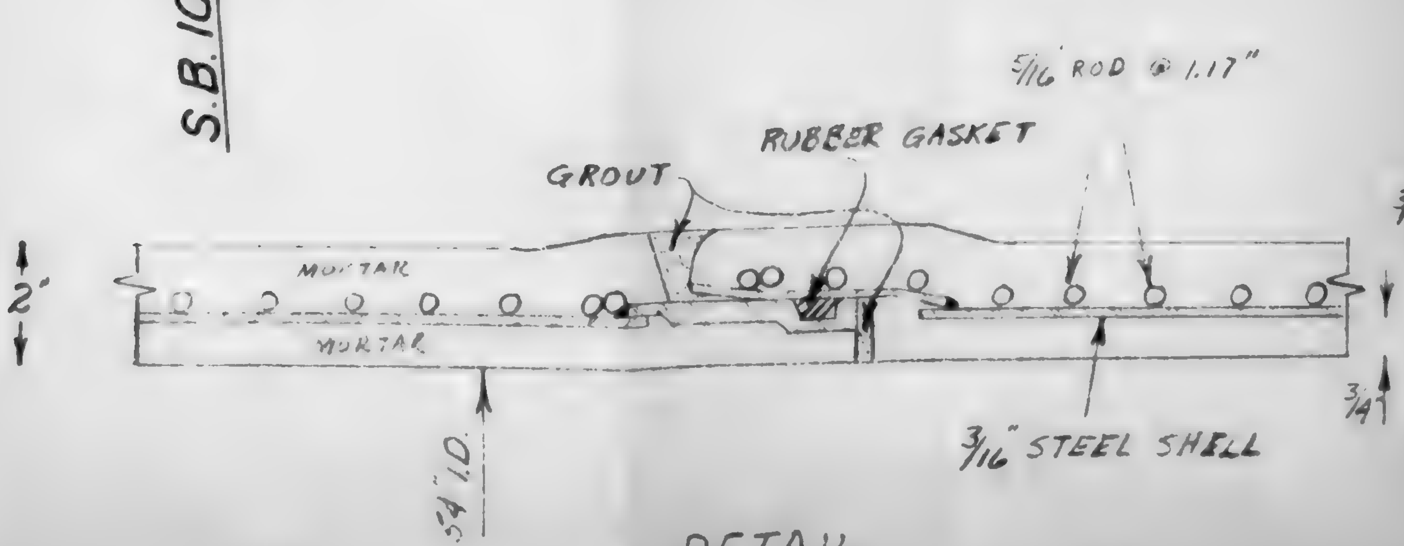

T. 38, R.1W. W.M.
L, N.BD. & S.B
0° 30' C.L.
TΔ 4°59'30"
Ts 624.49
250' Sp.
S 0°37.5'
a 0.2
+60
Future edge of Stone Wearing Surface
Const. Type 3 Fence - 5.5 Rods; Inst. 8' Gate.
+50
N.B. 1072+37.83 P.S.
1072+40.01 P.S.
N.B. 1074+87.83 P.S.C.
+50
260'
32°CR
20'
34'
20'
6'
1075
+260
CONST. INLET WORKS
470'
CONST. NEW SIPHON 54"
375'
1080
60" WASTE PIPE
1075
S.B. 1072+42.19 P.S.
1074+90.01 P.S.C.
S.B. 1074+92.19 P.S.C.
0
1
2
3
Easement
Easement
35'
35'
EXISTING SIPHON 48"
140'
+00
AR CREEK

Const. Waste Outlet Ditch
Gen. Exc. 1830 Cu. Yd.
Loose Rip Rap 360 Cu. Yd.
Selected Gravel Bedding 195 Cu. Yd.
Const. Seeded Slope (By Others)

PHOENIX SIPHON

PACIFIC HIGHWAY
JACKSON COUNTY


& S.BD.
C.L.
'30"
.49
Sp.
.5'
R/W Line
N.B. 1082+36.16 P.C.S.
1082+38.34 P.C.S.
1080
140'
R/W Line
S.B. 1082+40.52 P.C.S.
+00
N


5/16" ROD @ 1.17"
RUBBER GASKET
GROUT
MORTAR
MORTAR
2"
3/4"
3/4"
54" I.D.
3/16" STEEL SHELL

DETAIL
CONCRETE CYLINDER PIPE
100 PSI DESIGN

5 Cu. Yd.
hers)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 3, 1960

SUBJECT: Phoenix Siphon
12th St.-Valley View Road Section
Pacific Highway
Jackson County

To:

MEMO TO THE FILES

A meeting was held on September 29, 1960 in the office of the Medford Irrigation District on Barnett Road in Medford. At the meeting were:

Mr. Jack Hoffbuhr, Manager, Medford Irrigation District
Mr. Phil Lowry, Attorney, Medford Irrigation District
Mr. Culbertson, Chairman of the Board, Medford Irrigation District
Mr. Hueners, Member of the Board, Medford Irrigation District
Mr. Cameron, Member of the Board, Medford Irrigation District
Mr. Larry Holt, Right of Way Division, Oregon State Highway Department
Mr. Curtis Baker, Construction Division, Oregon State Highway Department

Among the items discussed were:

1. The possibility of blast damage to the facility during construction of the highway. The highway at this point goies through a rock cut and there will be blasting close to the siphon. The Board was assured that our contractor would be required to carry insurance to cover the possibility of damage during construction.

2. Vibration damage to the installed siphon. The Board would accept a 54-inch pipe without a conduit on the condition that the State permanently guarantee the operation of the pipe at all times. The total value of the crops dependent on water through this siphon is about \$5½ millon per year, and a one-week stoppage of water would seriously damage the specialty crops which are raised in this area. In view of the insistence that we be responsible for full-time operation of the siphon, and also for any washouts that might occur during such a break, I thought it best to go back to the conduit idea. With a conduit, the Medford Irrigation District would be responsible for full-time operation of the siphon and the possibility of a washout would be minimized.

In a conduit, they insisted on a 2-foot work space on three sides of the pipe, but would settle for an 8-foot wide by 6-foot high box culvert. This would give about 21 inches clear all around.

3. The Medford Irrigation District was unhappy with our penalty clause for non-completion of the work. The crops in the area must have a dependable supply of water, and Medford Irrigation District wants a prohibitively stiff penalty clause to absolutely insure that the facility would be in operation during the irrigation season - April 15 to October 1.

4. Medford Irrigation District also wanted the State to pay for an inspector to be furnished by Medford Irrigation District during the construction. The Board was informed that we would have our own inspectors on the job to see that it was constructed according to plans and specs, and that if they wanted their own inspector on the job, we would allow them to put a man there at their own expense.

5. On the right of way question, we were far apart. They refused to consider the right of way separate from the siphon relocation, and thus we were unable to reach agreement. The price offered by the State for the gravel pit site (File 28895) was $6,006, and on the siphon inlet site (File 29334) was $400. The price demanded by the Board was $10,000 for each parcel. The meeting ended about 6:30 P.M. with the idea that the courts would have to determine the value of the property required for the projects.

Tom Edwards
Construction Engineer

By

Curtis H Baker

Curtis H. Baker
Utilities Liaison Engineer

CHB:fp

cc Larry Holt

R

RECEIVED
SEP [illegible] 1960
FOR FILING

1-5-1 (25) 23

5838

FORM E-12

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 14, 1960

Medford Irrigation District
1310 Barnett Road
Medford, Oregon

ATTENTION: Mr. Jack Hoffburr

Phoenix Siphon Revisions
12th St.-Valley View Road Sec.
Pacific Highway
Jackson County

Gentlemen:

Attached is a preliminary layout of the proposed revision of your Phoenix siphon inlet structure.

Confirming your telephone conversation of today with Mr. Baker, we would like to arrange a meeting with you and the Board in your offices at 3 P.M. on Monday, September 19, to discuss the revisions and the proposed agreement to be entered into.

Very truly yours,

Tom Edwards
Construction Engineer
ORIGINAL SIGNED BY
By L. H. YOUNG

L. H. Young
Assistant Construction Engineer

CHB:fp

Enc.

cc Forrest Cooper
F. D. Morgan

RECEIVED
SEP 14 1960
OFFICE OF
STATE HIGHWAY ENGINEER

P

RECEIVED
SEP 12 1960
FOR FILING

1-5-1 (25) 23

5830

Salem, Oregon
September 12, 1960

Construction of siphon
Medford Irrigation District

Mr. Tom Edwards
Construction Engineer
OFFICE

I write this as a memo so the matter of construction of the Medford Irrigation District's siphon will not be overlooked.

It was suggested by Mr. Jackson that Mr. Jack Hoffler be contacted re this matter.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams

RECEIVED

1-5 1(44) 23

5830

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 21, 1960

To: Mr. D. H. Moehring
Assistant Right of Way
Engineer
BUILDING

6836

SUBJECT: Request for Additional Access
Medford-Phoenix Section
Files 18418, 19129

Returned herewith is your file on this request for additional access.

A few years back we widened the highway by purchasing right of way and access on one side only. The purchase operation was more or less spotty. We have also made an unsuccessful attempt to control and police existing accesses to legal limits.

In view of these facts, and of the fact that a portion of the existing traffic will be diverted to the freeway when completed, we recommend approval of the request. We must, however, call your attention to a letter dated August 24, 1959 to Mr. R. J. Keeney by Mr. W. C. Williams denying a similar request.

Tom Edwards
Construction Engineer

FBK:jw

Attach.

cc Forrest Cooper ✓

NOTED
FORREST COOPER

RECEIVED
JUL 22 1960
OFFICE OF
STATE HIGHWAY ENGINEER

1

RECEIVED
AUG 25 1959
FOR FILING

August 24, 1959

6836

Mr. R. J. Keeney, A. I. A.
Fluhrer Building
Medford, Oregon

Medford-Phoenix Section,
Pacific Highway

Dear Sir:

Reference is made to your letter of August 18 in which you inquire into the possibility of obtaining a grant of access at Station 451 for property which you propose to develop.

Our right of way through this section was obtained with limited access provisions from Walter H. Leverette. He was paid damages for this limitation of access; however, he retained access at eight different places along the half-mile frontage involved in the right-of-way acquisition.

As you are no doubt aware, this highway has a high traffic density. Additional approaches serve to cut the safe capacity. We do not feel that the granting of an additional access to property on which we have purchased the access rights is in the public interest.

It is quite possible that you could prevail upon Mr. Leverette, or his successor in interest if he no longer owns the property, to relinquish or transfer one of the other accesses which they reserved to you, in which case we would, no doubt, be agreeable to making an indenture of access for change of access location. If you should choose to pursue this line, following are the reservations of access that were made to the property: Stations 425+00, 434+00, 437+00, 440+50, 444+30, 446+25, and 447+66, all being on the northerly side.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. Walter Wright
Mr. F. D. Morgan

LHY:fp er

Mr. Cooper: Mr. Leverette was paid $8,046 for 0.65 of an acre, which included $4,500 for land and damages and $3,546 for moving of fences and irrigation facilities. Present traffic count through this section is approximately 9,000 vehicles.

OFFICE OF ROBERT J. KEENEY, A.I.A. ARCHITECT
FLUHRER BUILDING
MEDFORD, OREGON

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

August 18, 1959

REFERRED TO
Edwards
By State Highway Engineer
Please prepare reply

Subject: Access to Property

Dear Mr. Williams:

We are interested in some property on Highway 99 south of Medford at approximately junction of Voorhies Crossing. Following is location taken from State Highway Maps.

Pacific Highway - Medford Phoenix
Section #99.

Eng. Center Line
Station 447 plus 66.72 P.C.S.
to Station 451 plus 00.

At Station 447 plus 66.72 there exists a 40 foot approach to property we would like to determine whether an exit from property at Station 451 plus 00 would be permitted. Otherwise this property would be of little value.

The property would be used for an Architectural office with parking facilities. There is a possibility it would later be expanded to accommodate other professional offices, maximum three.

Your early reply would be appreciated.

Very truly yours,

R. J. Keeney, A.I.A.

RJK/jab

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1 0 1959

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[illegible]

I-5-1(23) Seven Oaks-Jackson St. Sec., 1961
28 Pacific Hwy. (Grad., Pav.,
#5831 Struct. & Sign.) Folder # 3

Cl A
2398
6-7-61

K/w 22200
21352
29411

RECEIVED
APR 15 1969
FOR FILING

I-5-1(33)
5831

April 14, 1969

7381

Mr. Ray E. Stewart
County Assessor
Jackson County Courthouse
Medford, Oregon 97501

Re: Seven Oaks-Jackson St. Sec.
Pacific Highway
Contract No. 5831

Dear Mr. Stewart:

In reply to your letter of March 28, we are attaching a copy of the agreement between the State and the Medford Corporation, which was executed on December 12, 1960. This agreement gives the conditions under which the State was to construct or reconstruct the structures and roadway along the revised truck loading alignment between TR Station 95+28.51 and TR Station 164+00, as shown by Exhibit "A".

There are three structures on this alignment (the Biddle Road Undercrossing, Bridge No. 8862; the Pacific Highway (I-5) Undercrossing, Bridge No. 8863; and the Bear Creek Bridge, Bridge No. 8865) along with approximately one and three-tenths miles of roadway involved in this agreement, which cost approximately $274,340 to construct. The breakdown is as follows:

	Cost	Engineering	Total
Bridge No. 8862, Biddle Road U'Xing	$ 41,280	$ 3,075	$ 44,355
Bridge No. 8863, Pacific Hwy. (I-5) Undercrossing	59,334	4,435	63,769
Bridge No. 8865, Bear Creek Bridge	40,832	3,050	43,882
Grading and Paving	113,814	8,520	122,334
TOTAL	$255,260	$19,080	$274,340

The foregoing figures are a part of a $3,452,688 contract and were obtained from the Engineers' Quantities Report with the engineering cost prorated. We feel that they are reasonably close to the actual cost.

If we can be of further service to you, please notify us.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachment

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

TCR:jr ja

RAY E. STEWART
County Assessor

Phone 773-6211
Ext. 271

COUNTY OF JACKSON
ASSESSOR'S OFFICE

COUNTY COURT HOUSE MEDFORD, OREGON

March 28, 1969

Assistant State Highway Engineer
State Highway Building
Salem, Oregon 97310

Attn: Mr. Tom Edwards

Dear Sir:

In conjunction with an appraisal problem which we have on property owned by Medford Corporation, could you furnish us with the following information concerning the overpasses over Interstate 5 and Biddle Road which were built as part of the freeway project for use of Medford Corporation as part of their logging access road from their mill pond to the mill site. (This is part of the Crater Lake Highway - Biddle Road interchange project.)

1. Cost of overpass structure over Interstate 5. - #8863 Contract 5831 - 59,332.78
2. Cost of overpass structure over Biddle Road. #[illegible] - 41,280.55
3. Cost of approaches i.e. the dirt fill on each side of the overpasses, and was this provided by State Highway Department or by Medford Corporation.

If the ownership of this project is documented we need a copy of documentation showing such ownership or transfer of ownership thanking you in advance for your cooperation.

Very truly yours,

Ray E. Stewart, Assessor

RES:sc

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OREGON STATE HIGHWAY DEPT.
BRIDGE DIV.
APR 1
AM PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
MAR 31 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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DEC 6 - 1966

FOR FILING

7 5-1 (23) 28
21

ROGUE RIVER VALLEY IRRIGATION DISTRICT

3139 MERRIMAN ROAD ◇ MEDFORD, OREGON 97501 ◇ AREA CODE 503-664-1690

[illegible] Edwards 12-5-66

REFERRED TO
admin

December 2, 1966

Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Misc C&A
2398

Re: Agreement, dated April 22, 1961
Between State of Oregon and
Rogue River Valley Irrigation District

[illegible]

Gentlemen:

Pursuant to the agreement, dated April 22, 1961, between the State of Oregon, acting by and through its State Highway Commission, and the Rogue River Valley Irrigation District, the State of Oregon is hereby notified that the District hereby accepts the irrigation features of said project and specifically acknowledges that the provision for extraordinary maintenance, as set forth in paragraph 7, on page 3, of said agreement, was completed on the 15th day of November, 1966.

The District has inspected the facility and believes that no further correction of design or structure is indicated, and henceforth the District shall assume all maintenance requirements of said facility as provided and set forth in said agreement.

Sincerely,

Lorraine Beard
Mrs. Lorraine Beard
Secretary-Treasurer

NOTED
F. B. KLABOE

12-6-66
REFERRED TO
Litchfield - Morgan - Chandler
BY ASST. STATE HWY. ENGR.
Coy

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DEC 5 1966
OFFICE OF
STATE HIGHWAY ENGINEER

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OREGON
[illegible]

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MAY 9 - 1966
FOR FILING

I-5-1(23) 28

5831

ROGUE RIVER VALLEY IRRIGATION DISTRICT
[illegible] MAN ROAD ~ MEDFORD, OREGON 97501 ~ AREA CODE 503-664-1690

April 29, 1966

Mr. L. R. Chandler
Oregon State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

Re: Bear Creek Diversion Weir
Fish Ladder Extension

Dear Mr. Chandler:

Some time back your bridge Maintenance Engineer asked for a letter from the District on the subject extension.

The District's Board of Directors asked me to let you know that the subject extension appears to have been constructed in a workmanlike manner.

Apparently the ladder is working satisfactorily since many fish were observed using it early last March. Regulation of flow through the ladder is no longer a problem. Your completion of the fish ladder extension is appreciated.

Sincerely yours,
For Board of Directors

Harold Sexton
Harold Sexton
Secretary-Manager

HWS:dm
cc: Regional office Oregon State Game Commission
P. O. Box 577
Roseburg, Oregon

Copies to
Tom Edwards ✓
FD Morgan
GE Rohde
AW Parsons
I.D Merchant
RL Lammert
ULE

NOTED
TOM EDWARDS

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OFFICE OF
STATE HIGHWAY ENGINEER

ROSEBURG DIVISION
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MAY 2 1966
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Assign .... For ....
Reply ....

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MAR 5 - 1968

I-5-1(23)28

.5 x 31

Salem, Oregon
March 14, 1966

R/W
21352

Grant of Easement

Mr. G. E. Rohde
Chief Counsel
BUILDING

Attention: Mr. Earl F. Saling
Right of Way Office Manager

Attached for further handling is one fully executed copy of a Grant of Easement to Rogue River Valley Irrigation District for a parcel of land on the East side of the Pacific Highway in Medford in Jackson County.

A copy of the easement has been retained for the Commission's files.

Secretary

bb
Attachment

C

[illegible] MAR 5 - 1968

I-5-1(23)28

.8 X 31

Salem, Oregon
March 14, 1966

R/W
21352

Grant of Easement

Mr. G. E. Rohde
Chief Counsel
BUILDING

Attention: Mr. Earl F. Saling
Right of Way Office Manager

Attached for further handling is one fully executed copy of a Grant of Easement to Rogue River Valley Irrigation District for a parcel of land on the East side of the Pacific Highway in Medford in Jackson County.

A copy of the easement has been retained for the Commission's files.

Secretary

bb
Attachment

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MAR 5 - 1968

I-5-1(23)28

5831

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[illegible]
[illegible]
29042
29046
29047
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No 29033 29411
30844 [illegible]

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20436
20437
20544
20612
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Salem, Oregon
March 14, 1966

Bargain and Sale Deed

Mr. G. E. Rohde
Chief Counsel
BUILDING

Attention: Mr. Earl F. Saling
Right of Way Office Manager

Attached for further handling is one fully executed copy of a Bargain and Sale Deed to Rogue River Valley Irrigation District for a parcel of land on the East side of the Pacific Highway in Medford in Jackson County.

A copy of the deed has been retained for the Commission's files.

Secretary

bb
Attachment

FORM E-30 50M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 7, 1966

SUBJECT: Files 30899 and 29057, L-3580
To File 29033

To: Mr. Floyd Query
Secretary
State Highway Commission
BUILDING

In accordance with the Agreement of April 22, 1961, between the State and Rogue River Valley Irrigation District, which conerns the relocation of the District's facilities within the right of way of the Pacific Highway in Medford, the Commission signed on November 22, 1963, the following documents:

1. Bargain and Sale Deed whereby State conveys to the District a parcel of land along the East side of the highway, together with a permanent easement to operate and maintain two 48" pipelines.

2. Grant of Easement to the District for a diversion weir and access road for the maintenance of same.

3. An Assignment of Flowage Easements.

Unconformed copies of these documents were sent to Frank Van Dyke, attorney for the District. Mr. Van Dyke now advises us that he desires certain changes in the deed and easement forms. The Bargain and Sale Deed reserved unto the State the right to enter upon the property for the purpose of structurally maintaining two 48" concrete pipes. Mr. Van Dyke requests that this right of entry be limited to "the most direct practicable route from the nearest entry gate on Biddle Road to the respective culverts".

The easement for the maintenance and operation of the District's irrigation weir was a non-exclusive one. This was done so that other State agencies could use the roadway. Mr. Van Dyke requests that the use other than the District's use be limited to "State, municipal or quasi municipal subdivisions of the State and to uses not inconsistent with the Rogue River Valley Irrigation District's operations".

Attached hereto is an amended Bargain and Sale Deed form and an amended Grant of Easement form. These amended forms have been approved by the manager of Rogue River Valley Irrigation District and Mr. Van Dyke, as the District's attorney. You will note both forms bear the signatures of Assistant State Highway Engineer, Chief Counsel and a Staff Attorney. Will you please present these forms to the Commission for the necessary signatures. The previously signed documents have not been delivered or recorded. They are being held on the right of way file. They will be marked "void" when the amended documents are signed.

An exchange of the three documents mentioned above and the District's Quitclaim Deed will fulfill this phase of the Agreement concerning the relocation of the District's facilities in this area.

Please return the executed documents to this office for further processing. The duplicate copies may be retained for the Commission's files.

Earl F. Saling
Earl F. Saling
Right of Way Office Manager

RK:wo
Attached: 2 originals
2 copies

RECEIVED
OCT 8 1965

Commissioners
Wayne E. Phillips, Baker
Chairman
Tallant Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

I-5-1 [illegible]

[illegible]

September 30, 1965

Klaboe

Mr. Forrest Cooper
State Highway Engineer
State Highway Dept.
Salem, Oregon

Gentlemen:

We hereby give approval on Bear Creek fish ladder extension drawing no. 21154.

Sincerely,

P W Schneider
P. W. Schneider
Director

RECEIVED
OCT 4 1965
OFFICE OF
STATE HIGHWAY ENGINEER

orig w/attach
to Morgan
10-7-65

RECEIVED
SEP 27 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 23, 1965

Rogue River Valley Irrigation District
3139 Merriman Road
Medford, Oregon
ATTENTION: Mr. Harold Sexton

Mr. P. W. Schneider
State Game Director
Oregon State Game Commission
P. O. Box 3503
Portland, Oregon 97208

Re: Revised Plans of Fish Ladder
Bear Creek Diversion Weir
Seven Oaks-Jackson Street Section
Pacific Highway
Jackson County
Bridge #8816A

Gentlemen:

Herewith you will find two sets of plans for the correction work required on this fish ladder which contain the revisions you have requested in your letters of September 1 and September 4, 1965.

Upon receipt of your approval we will proceed with the construction as soon as it can be arranged.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm
encs.

cc: Tom Edwards
G. E. Rohde
I. D. Merchant
L. R. Chandler
R. L. Lammert
J. E. Holcomb

RECEIVED
SEP 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 28 1965
~~FOR FILING~~

I-5-1(23)

5731

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: September 21, 1965

In reply refer to: 08-35.4-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-1(23)28
Seven Oaks-Jackson St. Section
Rogue River Valley Irrigation Dist. Agreement

The agreement between the State and Rogue River Valley Irrigation District for reconstruction of the Bear Creek Diversion Weir as transmitted by Mr. Litchfield's August 30 letter has been reviewed and is approved.

Inasmuch as this project was accepted by this office as of December 18, 1964 and reconstruction on accepted portions of the Interstate shall be done without Federal funds, therefore the work as contemplated shall be nonparticipating, in accordance with national policy.

REFERRED TO
Litchfield - Young
By Asst. State Hwy. Engr.
9-28-65

RECEIVED
SEP 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

XERO COPY XERO COPY XERO COPY XERO COPY

RECEIVED
AUG 31 1965
FOR FILING

FORM
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 30, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Fish Ladder
Bear Creek Diversion Weir
Seven Oaks-Jackson Street Section
Pacific Highway - Jackson County
Project No. I-5-1(23)28

Dear Sir:

On April 22, 1961, the State and the Rogue River Valley Irrigation District entered into an agreement providing for the reconstruction of the subject diversion weir. Paragraph 7 of "Things to be Done by State" of this agreement provides for the State to correct any design deficiencies.

During the winter of 1962-63 it developed that the design of the fish ladder was not adequate and of this we were advised by the irrigation district and the Oregon State Game Commission. Our Legal Section has concurred that the State is obligated to perform this additional work.

On July 13, 1965 the State, District and Game Commission entered into an agreement, two copies of which are attached, providing for the necessary additional work and also providing in paragraph 2 of "Things to be Done by District" that the State will not be obligated for any future construction or alteration of the fish ladder. We have now completed the design of this necessary correction.

The original agreement was approved by your office on August 2, 1961, and we now submit the July 13, 1965 agreement, the plans and the estimate of cost of this work for your review and approval.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
AUG [illegible] 1965
OFFICE OF
STATE HIGHWAY ENGINEER

TWL:bjm

enc.

cc: Tom Edwards
G. E. Rohde
I. D. Merchant
L. R. Chandler
R. L. Lammert
J. E. Holcomb

FORM E-123X 20M 2-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
[illegible] 1965
FOR FILING
I-5-1 (22) 28

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 27, 1965

Rogue River Valley Irrigation District
ATTENTION: Mr. Harold Sexton

Oregon State Game Commission
ATTENTION: Mr. P. W. Schneider

Re: Fish Ladder
Bear Creek Diversion Weir
Seven Oaks-Jackson Street Section
Pacific Highway - Jackson County

Gentlemen:

In accordance with paragraph 1 of "Things to be Done by the State" of the Agreement among the District, the Game Commission and the State, dated July 13, 1965, you will find herewith for your review and approval two sets of plans for the correction work required on this fish ladder. The specifications will be submitted for your review at a later date.

Please review and return a set of these plans to this office with your approval indicated thereon. If your approval can be obtained and financing arranged without undue delay, we will contract this project before the end of this year.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

encs.

cc: Tom Edwards
G. E. Rohde
I. D. Merchant
L. R. Chandler
R. L. Lammert
J. E. Holcomb

RECEIVED
AUG 30 1965
OFFICE OF
STATE HIGHWAY ENGINEER

1

MISC. CONTRACTS and
AGREEMENTS No. 2398

AGREEMENT

THIS AGREEMENT, made and entered into this 13th day of July, 1965, by and between the STATE OF OREGON, acting by and through its State Highway Commission, hereinafter called "State," the ROGUE RIVER VALLEY IRRIGATION DISTRICT, a quasi-municipal corporation, acting by and through its Board of Directors, hereinafter called "District," and the OREGON STATE GAME COMMISSION, acting by and through its Director and hereinafter referred to as "Game Commission;"

WITNESSETH:

RECITALS:

WHEREAS, on the 22nd day of April, 1961, State and District entered into an agreement for the relocation and reconstruction of District's diversion weir, fish ladder, and fish screen located on Bear Creek in the City of Medford; and

WHEREAS, after the completion of the relocation and reconstruction of said fish ladder and fish screen, it was determined that there was a design deficiency in said fish ladder and fish screen; and

WHEREAS, under the provisions of paragraph 7 under "Things to be Done by State" on page 3 of said Agreement, State is obligated to correct said design deficiencies; and

WHEREAS, State now plans and proposes to construct an addition to said fish ladder and fish screen to correct said design deficiency. All acts necessary to accomplish this end should hereinafter be referred to as "Project."

NOW, THEREFORE, the premises being in general as stated in the foregoing "Recitals," IT IS AGREED by and between the parties hereto as follows:

THINGS TO BE DONE BY STATE:

1. State shall, at its sole expense, let and award all contracts and supervise the construction of said project. The project shall be constructed according to the schematic drawing furnished by District and approved by Game Commission, which said schematic drawing is attached hereto, marked Exhibit "A" and by reference made a part hereof. Final plans and specifications shall be drawn by State and approved by District and Game Commission prior to the construction of the project.

2. State shall require that its contractor permit District's irrigation facilities to operate in a normal manner between April 15, 1965, and October 15, 1965.

THINGS TO BE DONE BY DISTRICT:

1. District, by execution of this supplemental agreement, approves the plans and specifications attached hereto and marked Exhibit "A", together with all provisions set forth under "Things to be Done by State."

2. District, by execution of this supplemental agreement, and notwithstanding any provisions of the original agreement, hereby agrees that no further construction or alteration of the fish ladder or screen by State will be requested.

THINGS TO BE DONE BY GAME COMMISSION:

1. Game Commission, by execution of this supplemental agreement, agrees that State shall not be financially obligated for any further alterations or extensions of said fish ladder or screen upon satisfactory completion of construction of fish ladder extension as set forth in Exhibit "A".

GENERAL PROVISIONS:

1. Nothing contained herein shall relieve the District of any future obligation to maintain said fish screen and passage facility as contemplated by Oregon Revised Statutes 498.730 and 498.740.

2. In the event unforseen future changes in stream conditions require alterations in said fish ladder or screen, negotiations between the parties shall be instituted for the purpose of determining what corrective measures shall be taken to alleviate any adverse effects of such unforseen future changes.

APPROVED AS TO FORM:

Roy C. Atchison
R. C. Atchison
Assistant Attorney General

ATTESTED BY:

Harold W. Sexton
Harold Sexton
Secretary-Manager

APPROVED:

J.B. Klabec
Assistant State Highway Engineer

APPROVED AS TO FORM:

Chief Counsel

OREGON STATE GAME COMMISSION

By P.W. Schneider
P.W. Schneider, Director

ROGUE RIVER VALLEY IRRIGATION DISTRICT,
a quasi-municipal corporation, by and
through its Board of Directors

Otto Bohnert

This agreement was approved by the Oregon State Highway Commission on July 13, 1965, at which time the Secretary for the Commission was authorized and directed to sign said agreement for and on behalf of the Commission. Said authority is set forth in Volume 50, Page ______, Minute Book of the Oregon State Highway Commission

Floyd Query
Floyd Query, Secretary

provisions set forth under "Things to be Done by State."

2. District, by execution of this supplemental agreement, and notwithstanding any provisions of the original agreement, hereby agrees that no further construction or alteration of the fish ladder or screen by State will be requested.

THINGS TO BE DONE BY GAME COMMISSION:

1. Game Commission, by execution of this supplemental agreement, agrees that State shall not be financially obligated for any further alterations or extensions of said fish ladder or screen upon satisfactory completion of construction of fish ladder extension as set forth in Exhibit "A".

GENERAL PROVISIONS:

1. Nothing contained herein shall relieve the District of any future obligation to maintain said fish screen and passage facility as contemplated by Oregon Revised Statutes 498.730 and 498.740.

2. In the event unforseen future changes in stream conditions require alterations in said fish ladder or screen, negotiations between the parties shall be instituted for the purpose of determining what corrective measures shall be taken to alleviate any adverse effects of such unforseen future changes.

OREGON STATE GAME COMMISSION

By P W Schneider
P.W. Schneider, Director

APPROVED AS TO FORM:

R C Atchison
R. C. Atchison
Assistant Attorney General

ROGUE RIVER VALLEY IRRIGATION DISTRICT,
a quasi-municipal corporation, by and
through its Board of Directors

Otto Bohnert

ATTESTED BY:

Harold N. Sexton
Harold Sexton
Secretary-Manager

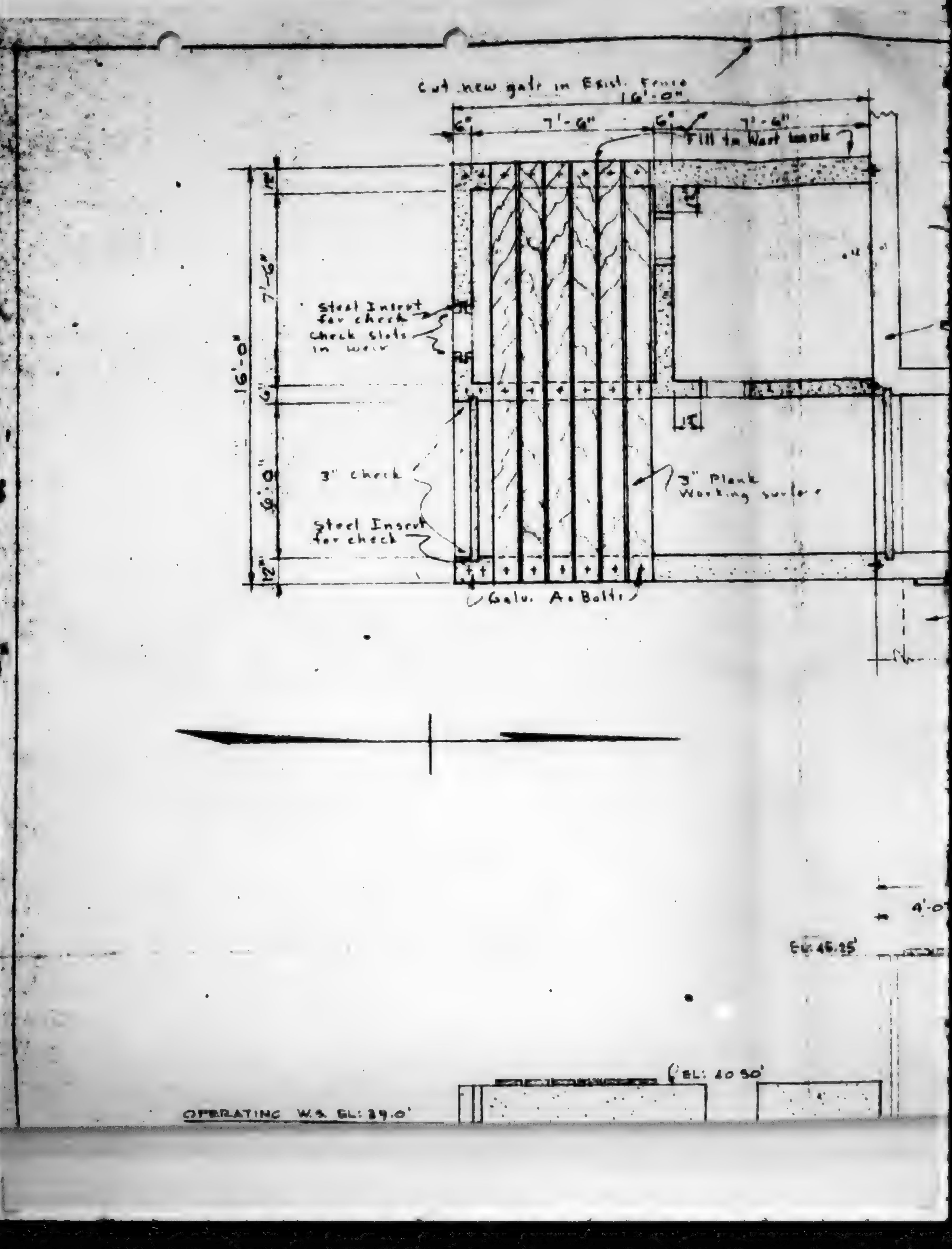
APPROVED:
F B Klaboe
Assistant State Highway Engineer

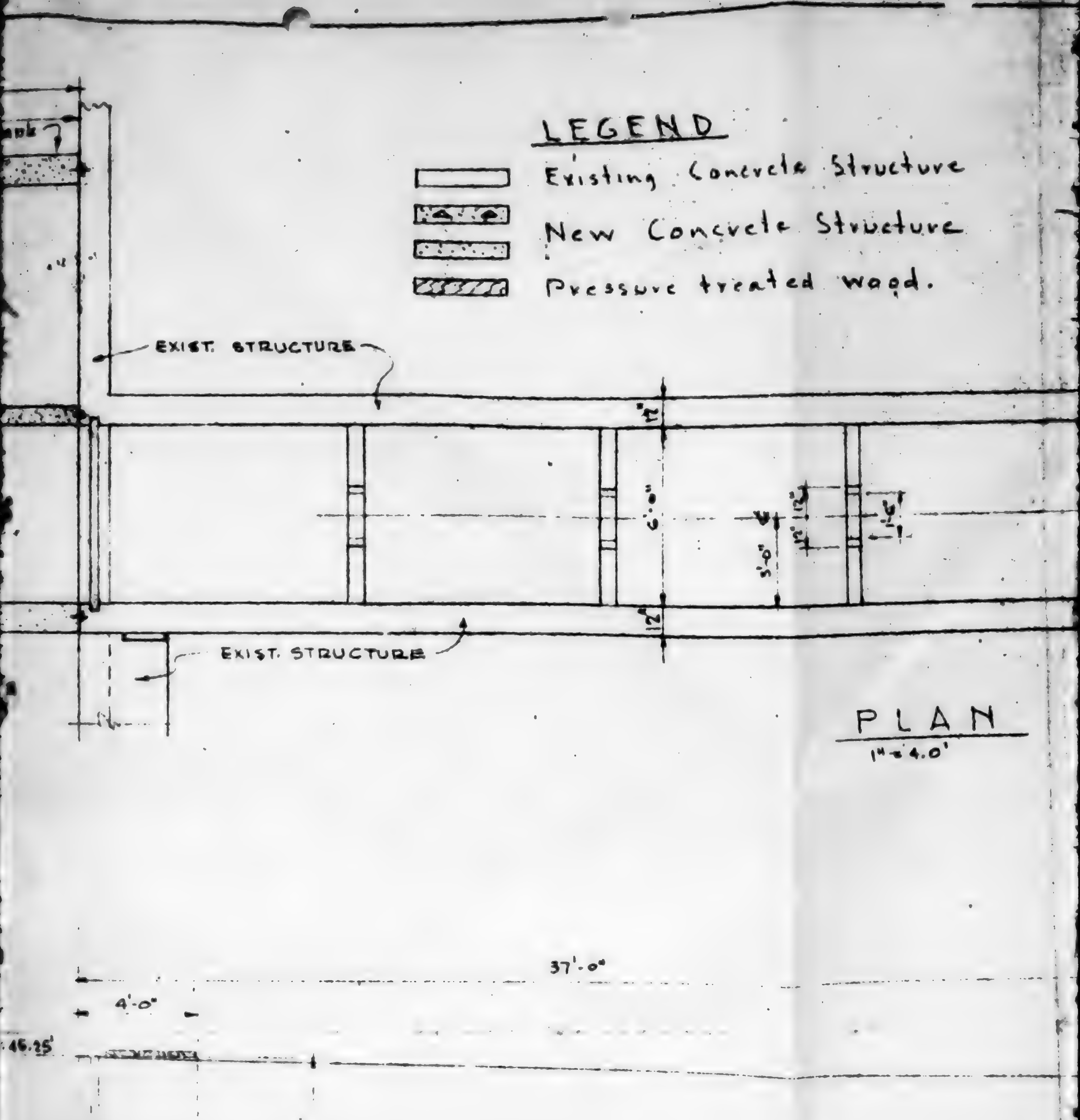
APPROVED AS TO FORM:

Chief Counsel

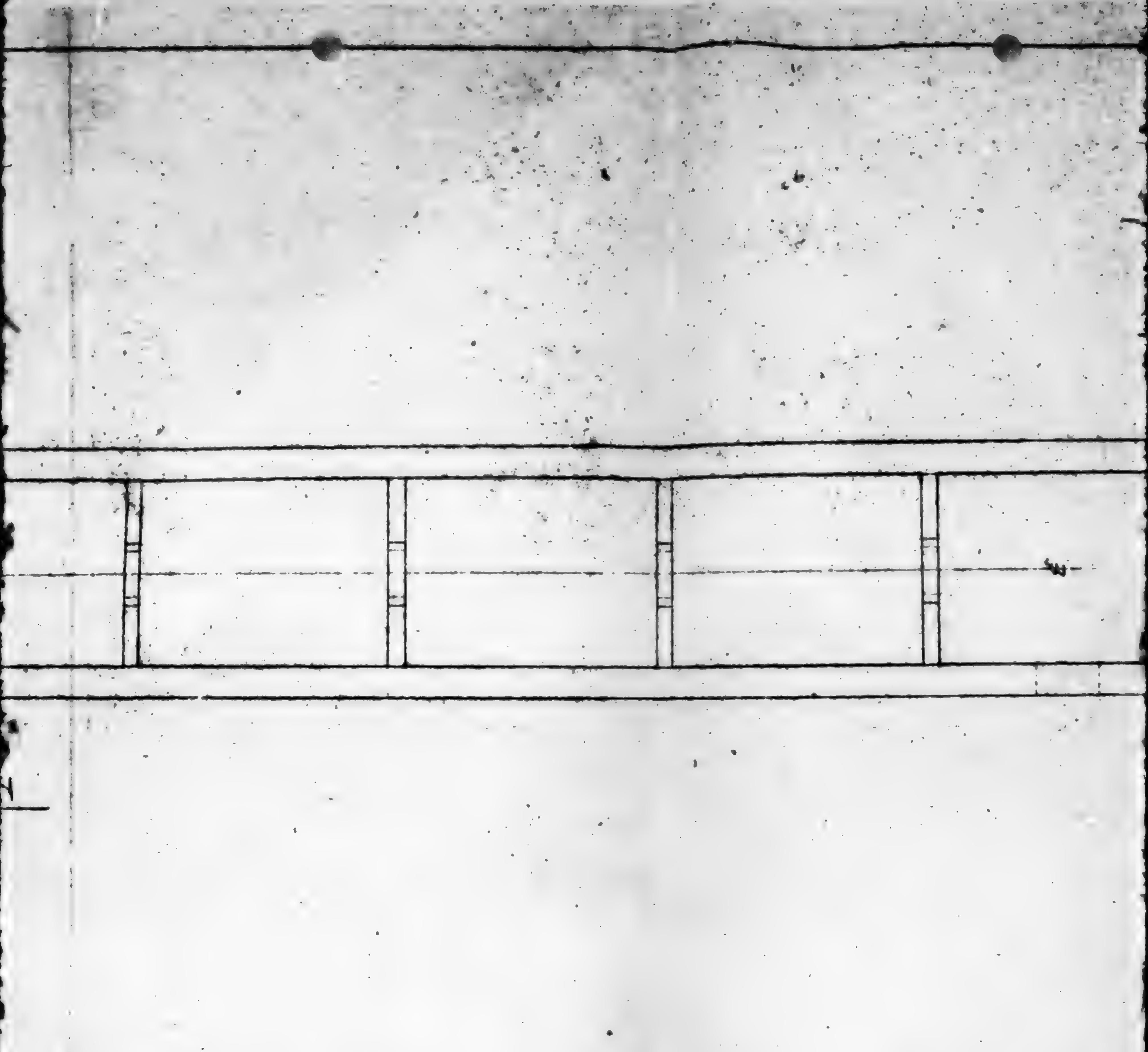
This agreement was approved by the Oregon
State Highway Commission on July 13,
1965, at which time the Secretary for the
Commission was authorized and directed to
sign said agreement for and on behalf of the
Commission. Said authority is set forth in
Volume 50, Page ________, Minute
Book of the Oregon State Highway Commission

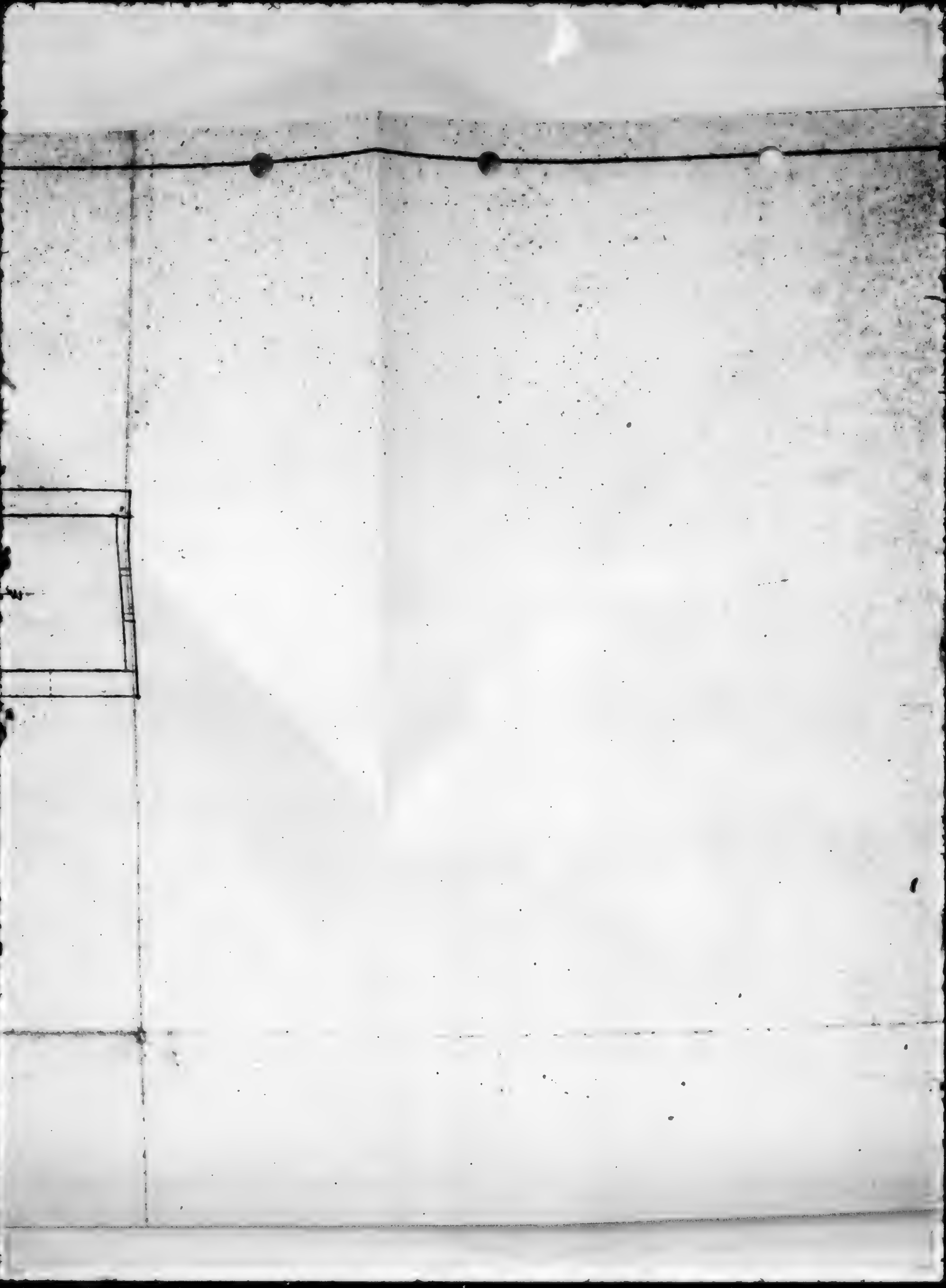
Floyd Query
Floyd Query, Secretary

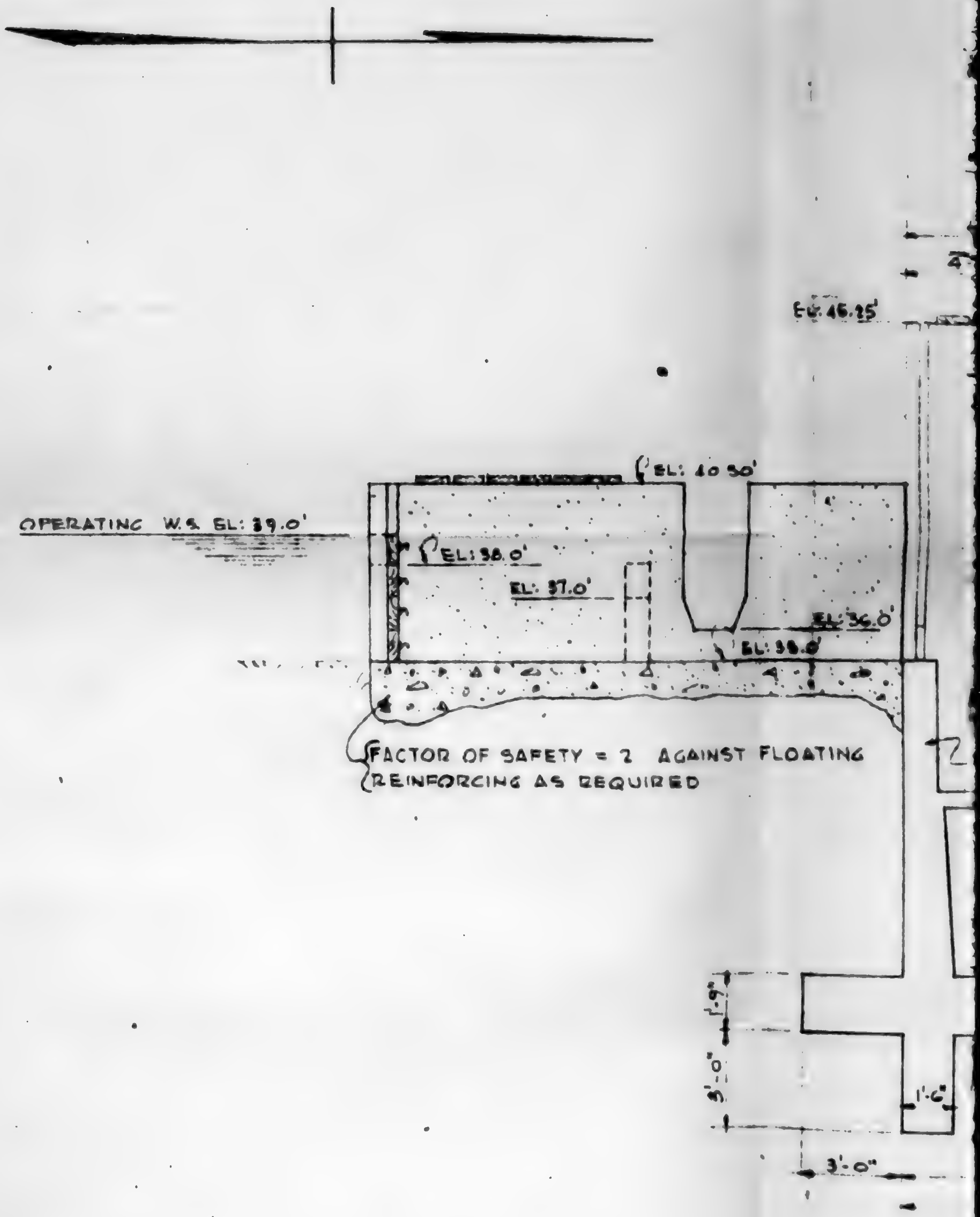

Cut new gate in Exist. Fence
16'-0"
6"
7'-6"
6"
7'-6"
Fill in Weir tank
12"
7'-6"
16'-0"
6"
6'-0"
12"
12"
12"
Steel Insert for check
Check slots in weir
3" check
Steel Insert for check
3" Plank Working surface
Galv. A. Bolts
4'-0"
EL: 45.25'
EL: 40.50'
OPERATING W.S. EL: 39.0'


LEGEND
Existing Concrete Structure
New Concrete Structure
Pressure treated wood.
EXIST. STRUCTURE
EXIST. STRUCTURE
12"
6'-0"
3'-0"
12"
1'2"
6"
37'-0"
4'-0"
45.25'
5'-0"

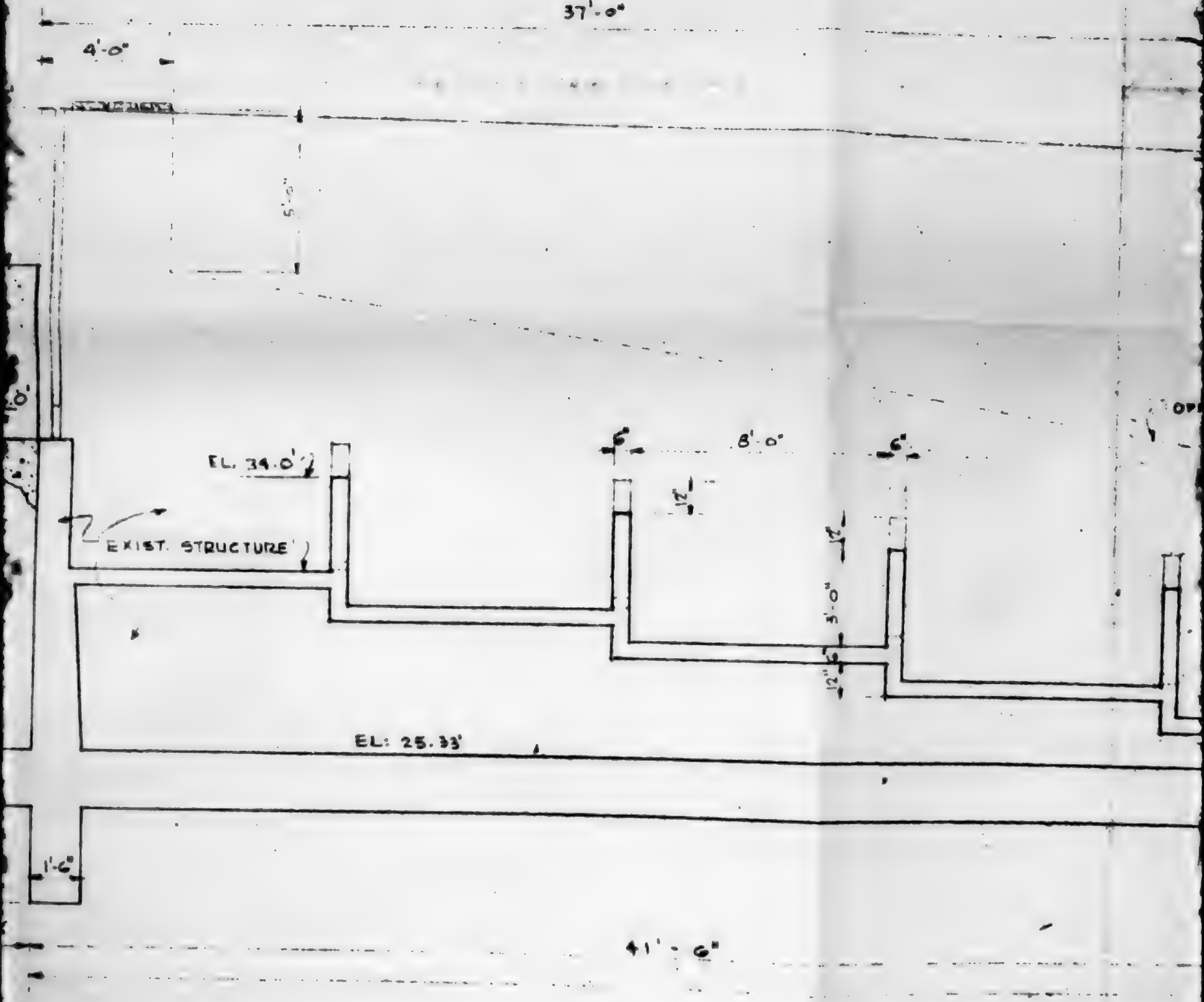
PLAN
1" = 4.0'


EL: 44.5'



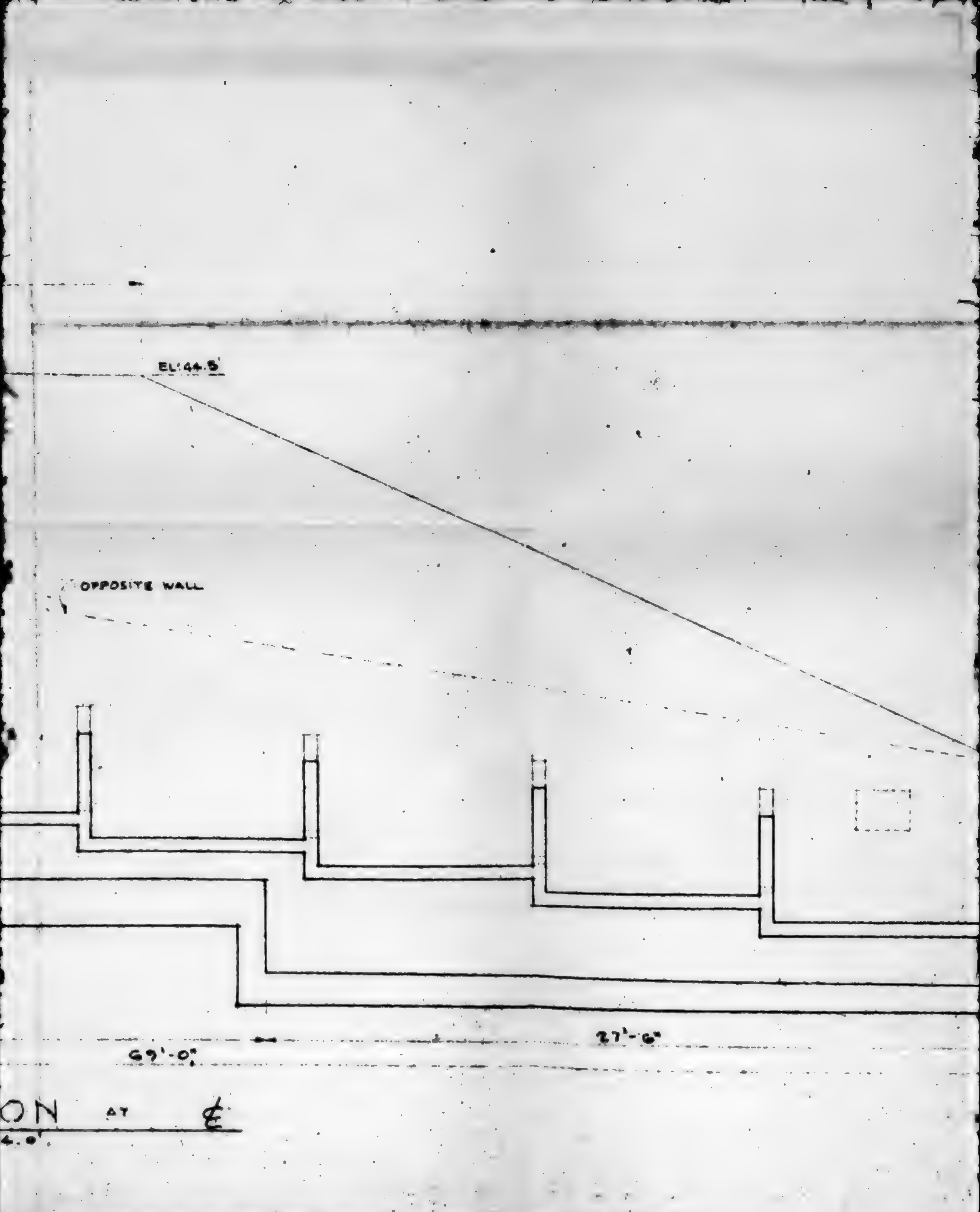

EL: 45.25'
4
EL: 40.50'
OPERATING W.S. EL: 39.0'
EL: 38.0'
EL: 37.0'
EL: 36.0'
EL: 35.0'
FACTOR OF SAFETY = 2 AGAINST FLOATING
REINFORCING AS REQUIRED
2
1'-9"
3'-0"
1'-6"
3'-0"

1" = 4.0'


37'-0"
4'-0"
5'-0"
1'-0"
EL. 34.0'
EXIST. STRUCTURE
6"
8'-0"
6"
12"
12"
3'-0"
12"
OP
EL: 25.33'
1'-6"
41'-6"

SECTION

1" = 4.0'.


EL. 44.5'
OPPOSITE WALL
27'-6"
69'-0"
ON AT ℄
4.0'

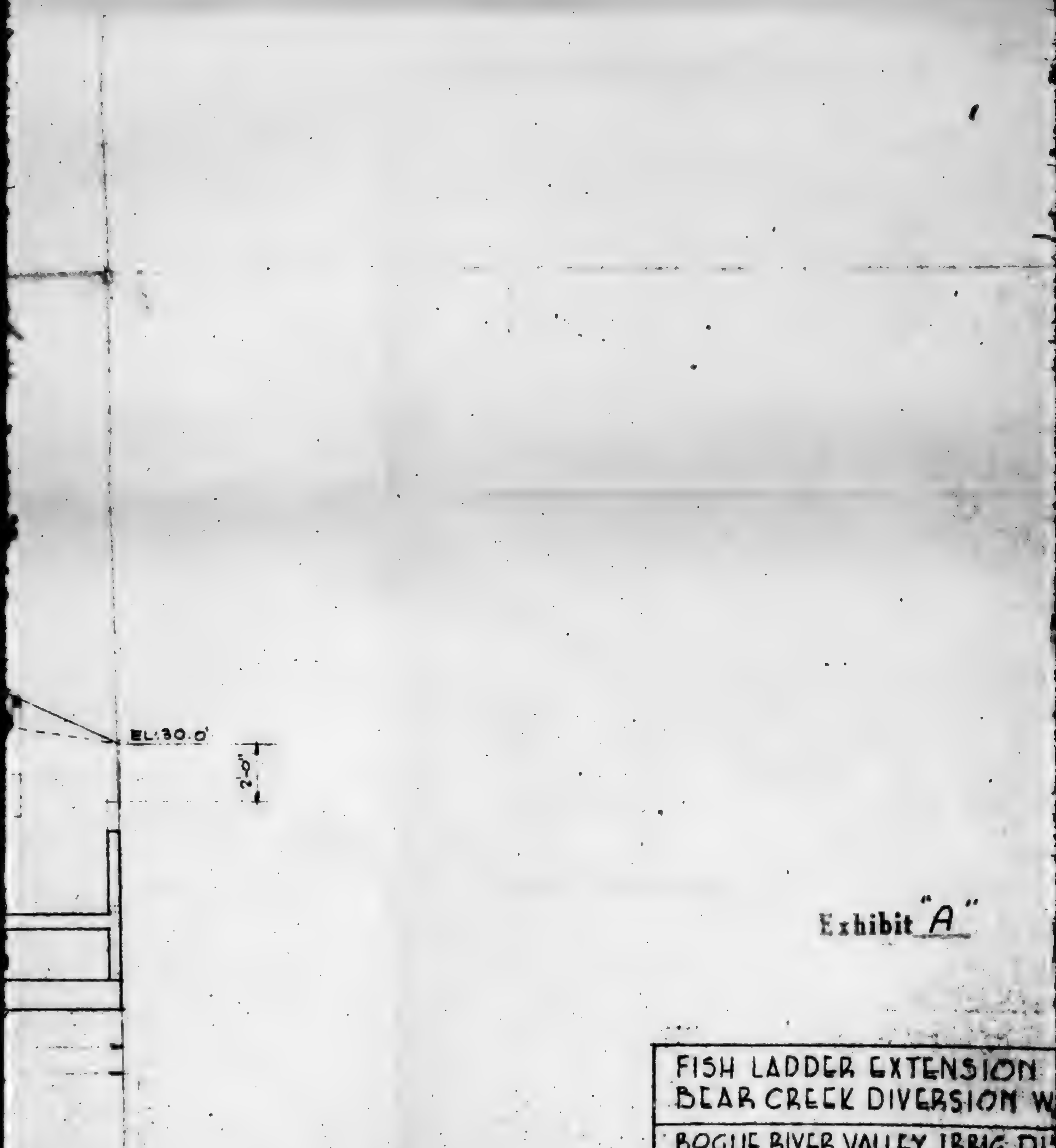


Exhibit "A"

FISH LADDER EXTENSION
BEAR CREEK DIVERSION W

ROGUE RIVER VALLEY IRRIG. DI
MEDFORD, ORE

DATE: 10 AUGUST 1962

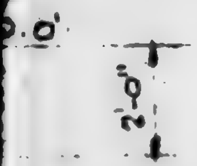


Exhibit "A"

FISH LADDER EXTENSION
BEAR CREEK DIVERSION WEIR

ROGUE RIVER VALLEY IRRIG. DIST.
MEDFORD, OREGON

DATE: 10 AUGUST 1948

RECEIVED
AUG 27 1965
FOR FILING

I-5-1(23) 28

5831

MISC. CONTRACTS and
AGREEMENTS No. 3398

July 19, 1965

Rogue River Valley Irrigation District
[illegible] Merriman Rd.
Medford, Oregon

Attention: Mr. Harold Sexton
Secretary-Manager

Gentlemen:

We are enclosing for the records and files of the Rogue River Valley Irrigation District a fully executed copy of an agreement between the State Highway Commission, Rogue River Valley Irrigation District and Oregon State Game Commission regarding the correction of the malfunctioning fish ladder on the Bear Creek Diversion Weir in the City of Medford.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]
Enc.

cc - Mr. T. [illegible]. Litchfield

P.S. An executed copy of the above agreement has been retained in this office for the Commission's files.

RECEIVED
JUL 20 1965

FOR FILE

July 19, 1965

Oregon State Game Commission
P.O. Box 3503
Portland, Oregon 97208

Attention: Mr. P. W. Schneider
Director

Gentlemen:

We are enclosing for the records and files of the Oregon State Game Commission a fully executed copy of an agreement between the State Highway Commission, the Rogue River Valley Irrigation District and the Oregon State Game Commission regarding the correction of the malfunctioning fish ladder on the Bear Creek Diversion Weir in the City of Medford.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

FORM E-10 80M 5-48 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

AGENDA

NOA

Salem, Oregon
July 6, 1965

SUBJECT: Agreement - Fish Ladder

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Attached you will find triplicate originals of the agreement among the Rogue River Valley Irrigation District, Oregon State Game Commission and Oregon State Highway Commission regarding the correction of the malfunctioning fish ladder on the Bear Creek Diversion Weir.

As you know, the existing Bear Creek Diversion Weir was constructed as a portion of the Seven Oaks-Jackson Street Section in 1961. We were required by agreement to correct any design deficiencies at our cost. Trouble developed during the winter of 1962-63 when debris collected on the fish ladder and this was proven to be a design deficiency on our part.

Since 1962 we have made a thorough study of this problem and have negotiated the attached agreement with the Rogue River Valley Irrigation District and the Oregon State Game Commission. A design has been developed by the Rogue River Valley Irrigation District, and approved by the Oregon State Game Commission, which is supposed to correct the existing deficiency. This agreement provides for the State to draw plan, specifications, let and award the contract for this work. Prior to construction, plans and specifications are to be approved by the Oregon State Game Commission and Rogue River Valley Irrigation District prior to letting of contract.

Your attention is directed to page 2 of the agreement, "THINGS TO BE DONE BY DISTRICT" and "THINGS TO BE DONE BY GAME COMMISSION", wherein it is spelled out that once this corrective work is finished and accepted by the Rogue River Valley Irrigation District and the Oregon State Game Commission, the State will not be further obligated to perform any further reconstruction or maintenance on this structure. Paragraph 2 of the "GENERAL PROVISIONS" provides that should the stream conditions change in the future, the parties will negotiate and determine what corrective measures are necessary to alleviate adverse effects.

The Bridge Division recommends this work be done by State Forces at an estimated cost of $5,300.

This agreement has been negotiated over a period of about one year, and has finally been signed by the Oregon State Game Commission and the Rogue River Valley Irrigation District. This has been approved by our Legal and Construction Divisions and I now recommend your approval. Please place this on the agenda for items to be considered by the Oregon State Highway Commission at their meeting of July 13, 1965. Attached is a rough draft to the Commission.

F. D. Morgan
Construction Engineer

By Phil G Preston

Phil G. Preston

(for) T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm
Attachment

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JUL 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

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6/21

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 17, 1964

To: George Rohde
Chief Counsel
Salem, Oregon

SUBJECT: State of Oregon vs
Ralph E. Merritt, et ux
Case No. 62-226
Our File L-3980 R-34342
Seven Oaks-Ashland Section
Pacific Highway

NOTED
R. L. PORTER

Re: Letter by L. I. Lindas of July 20, 1964 on subject stated above.

The southwest corner of Merritt's property in Section 18, T-37-S, R-1-W is established. An iron pin and post were set at the intersection of the westerly line of Medco logging road and the southerly line of the Merritt property. This work done on November 10, 1964.

Mr. Merritt's road approach and parking area have been gravelled by Maintenance forces.

Carl M. Williams

Carl M. Williams
ASS't. DIVISION ENGINEER

CMW:lf

cc: R. L. Porter
L. P. Shaw
R. L. Lammert

FORM E-123X 50M 9-64

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

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DEC 18 1964
FOR FILING

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[illegible]

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 15, 1964

Mr. Roy C. Atchinson
Attorney, State Game Commission
P. O. Box 3503
Portland, Oregon

Re: Proposed Agreement
Rogue River Valley Irrigation-
State Game Commission

Dear Roy:

On November 16 I forwarded to you a copy of a proposed agreement, which had previously been sent to me by Frank Van Dyke, with respect to a diversion weir and fish ladder on Bear Creek in the City of Medford.

On the same day you forwarded me a copy of a proposed agreement which you sent to Mr. Harold Sexton, Manager, Rogue River Valley Irrigation District.

I would appreciate it if you could inform me as to the present status of the agreement.

Yours very truly,

G. E. ROHDE
Chief Counsel

By
FRANK C. McKINNEY
Acting Assistant Counsel

FCMcK:ks

cc: Mr. Frank Van Dyke
Mr. Tom Edwards
Mr. Ted Litchfield
Mr. G. E. Rohde

NOTED
TOM EDWARDS

RECEIVED
DEC 16 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 11 1964

FOR FILING

August 7, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

We are sending three copies of Semi-final voucher for the Seven Oaks-Jackson Street Section, Federal-Aid Project No. I-5-1(23)30 in the amount of $191,021.31.

This voucher was submitted previously in the amount of $196,021.31 but was returned unpaid due to the lack of your final acceptance and the presence of some nonconforming signs. We have reduced this voucher by our usual $5,000 re-tent which should allow you to take the necessary steps to pass the balance for payment.

It is planned to have the signs conform by the middle of September.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR: mg

RECEIVED
1964

FILING

2(21

477 Cottage Street, N.E.
Salem, Oregon - 97301

August 3, 1964

Original signed by
L. R. Backlund
Admin. Manager

08-35.5

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

By:
L. R. Backlund
Administrative Manager

A. V. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-1(23)28
Seven Oaks-Jackson Street Section
Final Voucher No. 22
Net Amount Claimed - $196,021.31

We are returning the above referenced final voucher.

This project has not been accepted due to the existence of several signs which do not comply with either the plans or approved changes nor conform to AASHO Standards.

The final voucher should be resubmitted after appropriate action has been taken which will permit our acceptance of the project.

Attachment

original to Young
with attachments
8-5-64

NOTED
LLOYD P. SHAW

RECEIVED
JUL 27 1964
FOR FILING

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 24, 1964

File Copy

Elizabeth Division
Elastic Stop Nut Corporation
of America
1027 Newark Avenue
Elizabeth, New Jersey

Attention: Mr. Charles P. Jones
Asst. Secretary

Gentlemen:

This is to acknowledge your claim letters of July 20, 1964, stating that Foress Company, subcontractor, owes you for reflective signing material on the following State Highway Contracts with Peter Kiewit Sons' Co., prime contractor:

Contract No. 5565 for structures, grading and oiling on the Willamette River & judkins Point Overcrossing Section of the Pacific and McKenzie Highways in Lane County. Contract completed December 14, 1961, and accepted by the Highway Commission January 19, 1962. Amount of claim - $61.60.

Contract No. 5714 for paving, structures and signing on the Grants Pass-Evans Creek Section of the Pacific Highway in Josephine and Jackson Counties. Contract completed July 18, 1962, and accepted by the Highway Commission October 8, 1962. Amount of claim - $1,535.36.

Contract No. 5831 for grading, paving, structures and signing on the Seven Oaks-Jackson St. Section of the Pacific Highway in Jackson County. Contract completed June 22, 1963, and accepted by the Highway Commission September 12, 1963. Amount of claim - $5,073.87.

The Aetna Casualty & Surety Company, through their Portland Service Department, 300 Yeon Building, Portland 4, furnished the performance bonds on these three contracts, which were given to assure completion of the contracts and payment of all bills incurred in then.

NOTED ON CARD
sc

We will advise the surety and the prime contractor of the receipt of your claim letters and will forward them to the Secretary of State for filing.

For your information, we are attaching excerpts from the Oregon Laws relating to "Bonds; Action on Bond".

Yours very truly,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By C. W. Head, Asst. Secretary

Enc.

CC:
The Aetna Casualty & Surety Co.
Portland Service Department
300 Yeon Building
Portland, Oregon, 4

Peter Kiewit Sons' Co.
P. O. Box 1777
Vancouver, Wn.

Peter Kiewit Sons' Co.
711 E. Main
Medford, Oregon

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

ESNA
ELIZABETH DIVISION
ELASTIC STOP NUT CORPORATION OF AMERICA
1027 NEWARK AVENUE • ELIZABETH, N.J. 07207 • EL 2-2900 TWX ELIZ NJ 1673

July 20, 1964

Mr. Forrest Cooper
State Highway Engineer
State Highway Commission
State Highway Building
Salem, Oregon 97310

Subject: Oregon Project 5831
Seven Oaks - Jackson St. Section

Dear Sir:

Please be advised that we have supplied reflective sign material for use on the subject project, for which our payment has not been received. We furnished supplies to the Foress Company, Corvallis, Oregon, which we understand to be a subcontractor to the Peter Kiewit Sons' Company, Post Office Box 576, Central Point, Oregon.

Following are the details of our transaction with the Foress Company:

DATE	OUR	AMOUNT
9/25/62	9-9077	$3,613.40
11/12/62	9-9692	10.70
11/19/62	9-9692	931.95
11/19/62	9-9692	163.40
12/28/62	9-9692	74.32
2/28/63	2-740	278.00
3/13/63	2-740	2.10
		$5,073.87

Your acknowledgment and comment on this matter will be greatly appreciated.

Very truly yours,

Charles P. Jones

Charles P. Jones
Assistant Secretary

CPJ/ccc

RECEIVED
JUL [illegible] 1964
OREGON
STATE HIGHWAY COMMISSION

9

RECEIVED
JUL 22 1964
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 20, 1964

SUBJECT: State of Oregon vs.
Ralph E. Merritt, et ux.
Case No. 62-226
Our file L-3980 R-34342
Seven Oaks-Ashland Section
Pacific Highway

To: Mr. L. R. Chandler
Division Engineer
P. O. Box 1128
Roseburg, Oregon 97470

Enclosed is a copy of a letter from attorney, John L. DuBay, in regard to a dispute of long standing which arose in connection with the construction of Medco Road, north of Medford.

The Highway Commissioners feel that we should take steps to gravel Mr. Merritt's driveway and reestablish his southwest property corner in the interest of good public relations. Resident Engineer, Jack McCormick, is familiar with the background of Mr. Merritt's complaints, and I suggest that whoever you assign to the job first contact Mr. DuBay and Jack McCormick in order to work out the details.

L. I. LINDAS
Chief Counsel

LIL:TEB:jm
enc.
cc - Mr. R. L. Porter
~~Mr.~~ Lloyd P. Shaw
Mr. John L. DuBay

RECEIVED
JUL 21 1964
OFFICE OF
STATE HIGHWAY ENGINEER

VAN DYKE, DELLENBACK & McGOODWIN
ATTORNEYS AT LAW
110 E. SIXTH STREET
MEDFORD, OREGON 97501

FRANK J. VAN DYKE
JOHN R. DELLENBACK
JAMES V. McGOODWIN
JOHN L. DUBAY

TELEPHONE
773-5260

RECEIV
NOV [illegible]

November 20, 1963

Mr. Ted E. Barbera
Legal Staff Attorney
State of Oregon
State Highway Department
Salem 10, Oregon

Re: State of Oregon v. Ralph E. Merritt, et ux.
Case No. 62-226 · L-3980 R-34342
Seven Oaks-Ashland Section Pacific Highway

Dear Ted:

Thank you very much for your letter of October 29, 1963 which enclosed the Correction Warranty Deed to be executed by the Merritts. Mr. and Mrs. Merritt will execute the deed shortly, and I shall return it to you as soon as I have received the deed properly executed.

Mr. Merritt has completed the fencing along both sides of his driveway and we will submit the exact footage to you after Mr. Merritt has it measured.

I am very disappointed that the State Highway Department has taken the position that it has no responsibility regarding Mr. Merritt's southwest property corner or the driveway. Mr. Merritt's feelings in the matter go beyond disappointment and not without good reason. Although the original option signed by Mr. Merritt did not specify the amount of gravel or rock to be placed on the driveway there is no question that the two loads dumped there was insufficient. Prior to the States's activities Mr. Merritt had a solid and well compacted driveway which was able to withstand use by large trucks. The negotiating representatives did assure him that they would replace the driveway in the same condition. When the workmen placing the rock on the driveway left, they assured him that they would be back to finish the job adequately. The driveway does not have sufficient rock on it now and is muddy and becoming rutted, and since there is insufficient rock on the driveway it cannot withstand continued traffice. During my dealings with the State Highway Department the various negotiators recognized the insufficiency of the rock on the driveway and said that this was a matter which the State Highway Department would take care of. Because Mr. Merritt did not foresee problems that he would have with the State Highway Department in complying with their agreements he did not insist upon a stated amount of gravel in the option, but the position of the Highway Department in refusing to put adequate rock on the driveway in the face of an obvious need and after representations that the driveway would be constructed equal to its original condition shows a lack of good faith on the part of the Highway Department.

Regarding the southwest corner of Mr. Merritt's property the situation is somewhat different. There was nothing stated in the original option agreement regarding the southwest corner of the property. The damage done to the southwest corner has been entirely the responsibility of the State Highway Department. The State caused to be excavated away the lateral support necessary to maintain Mr. Merritt's property to the point that the fence post which was placed near the corner was left hanging in the air. Such excavation, which was apparently done in order to remove the corner in order to obtain better visibility for traffic to and from the engineer's office, was a trespass and a taking of Mr. Merritt's property. I do hope that you can effect a reconsideration of the position stated in your letter of October 29 regarding the State Highway Department's responsibility to restore the corner of the Merritt property.

Mr. Merritt is adamant about having his property made whole and since there is a question about the statute of limitations which may soon run on this matter, I would appreciate your prompt attention.

I certainly do wish to thank you for your efforts in this matter in the past. This has been a problem for all concerned. However, I would like to restate Mr. Merritt's position that he does not make any claims against the Highway Department that might be considered over-reaching but merely wants to have his property restored to the same condition that it was before and to have the Highway Department live up to its promises.

Very truly yours,

VAN DYKE, DELLENBACK & McGOODWIN

John

John L. DuBay

cs

cc: Mr. Ralph Merritt

RECEIVED
MAY 14 1964
FORM E-90X—80M—12-63 54677
FOR FILING

2431

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 29, 1964

[illegible]
[illegible]

SUBJECT: Fish Ladder Malfunction
Bear Creek Diversion Weir
Rogue River Valley Irrigation District
Seven Oaks-Jackson St. Section
Pacific Highway - Jackson County
Project No. I-5-1(23)28

To: Mr. F. D. Morgan
Construction Engineer
Office

In reply to your letter of April 21, 1964, on the above subject, paragraph 7 of our April 22, 1961, agreement with the irrigation district contains the following language:

> "State shall assume the cost of any unusual and extraordinary maintenance which will occur on the relocated irrigation facilities over and above the District's ordinary maintenance cost, including, but not limited to, the repairing of any settled portions thereof, the removal of slides, the correction of any other similar conditions which may arise due to any unforeseen circumstance, and the correction of any design and/or structural deficiencies. Such design and/or structural deficiencies shall include but not be limited to the failure of said irrigation facilities to deliver forty (40) second feet of water with the pool water surface elevation at elevation 1338.5 feet."

The underscoring points up State's obligation relating to the fish ladder which was constructed as a part of the project. It appears that neither the District, the Game Commission, nor our Highway Department engineers had sufficient previous experience in designing the present fish ladder to be certain as to its functioning upon completion. Observation of the ladder has revealed that the inlet is improperly designed and requires excessive maintenance to keep it clear. Any blockage of the inlet prevents the fish from making the jump into the present top pool.

There is no question about the inadequacy of the ladder in 1963, in its present condition. The wording of the agreement leaves

NOTED
LLOYD P. SHAW

Ashfield is handling this matter —
is contacting agencies interested.
5-8-5

no doubt as to State's obligation to correct design deficiency, which has been demonstrated, for a period of five years from the November 15th which follows the date of completion of the irrigation facilities.

The Game Commission has recommended additional construction as appears on the attached Rogue River Valley Irrigation District drawing, dated August 10, 1962. Before commencing construction, however, we should obtain a complete Release from the District and the Game Commission from any further obligation in connection with the design of this structure upon completion of the new construction requested by said District and Game Commission.

L. I. LINDAS
Chief Counsel

LIL:JNH:jr

cc: R. L. Porter
Lloyd Shaw

RECEIVED
APR 30 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 1 7 1964

FORM E-30X—50M—6-61—36882
FOR FILING

4

31

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 15, 1964

SUBJECT: Rogue River Valley
Irrigation District

To:

Mr. L. I. Lindas
Chief Counsel
Building

On March 19, 1964 I met with Mr. Frank Van Dyke, attorney for the Rogue River Valley Irrigation District; Mr. Harold Sexton, Manager of the District, and the Board of Directors of the District, and discussed the improvement to the existing fish ladder on the Bear Creek diversion weir.

This matter had been discussed once before and the engineer did not feel that they were obligated to build this extension. However, it is Mr. Van Dyke's contention, based on paragraph 7 of things to be done by State that the following language obligates us to construct this extension:

> "State shall assume the cost of any unusual and extraordinary maintenance which will occur on the relocated irrigation facilities over and above the District's ordinary maintenance cost, including, but not limited to, the repairing of any settled portions thereof, the removal of slides, the correction of any other similar conditions which may arise due to any unforeseen circumstance, and the correction of any design and/or structural deficiencies. Such design and/or structural deficiencies shall include but not be limited to the failure of said irrigation facilities to deliver forty (40) second feet of water with the pool water surface elevation at elevation 1338.5 feet."

Attached hereto are copies of letters from the State Game Commission stating that the proposed addition is necessary for the purpose of delivering fish up the fish ladder; and also a copy of the proposed addition to the fish ladder.

I believe that a determination should be made at the earliest possible time as to our legal position on this matter so that it can be resolved one way or the other.

However, if it is determined that we are obligated to build this extension, I believe we should get a signed release from both the Irrigation District and the Game Commission as to any further responsibility for possible future "designed efficiencies" so that we will not be hereafter obligated to do anything to the fish ladder.

JACK L. SOLLIS
Staff Attorney

JLS:rh
Encls.

cc: Mr. F. D. Morgan
Mr. L. R. Chandler
Mr. R. L. Porter
(with enclosures).

RECEIVED
APR 16 1964
OFFICE OF
STATE HIGHWAY ENGINEER

REGION II
SOUTHWEST OREGON
P. O. BOX 977

STATE OF OREGON
OREGON STATE GAME COMMISSION
REGIONAL OFFICE
ROSEBURG

418 N. E. 11th Street
Grants Pass, Oregon
July 30, 1962

Mr. Harold Sexton, Secretary-Manager
Rogue River Valley Irrigation District
3139 Merriman Road
Medford, Oregon

Dear Harold:

Your letter of July 21 and the preliminary drawing of July 16, 1962 regarding ladder improvement for the Jackson Street diversion dam were forwarded to our Engineering Division in Portland. Mr. George Kernan, Chief Engineer, feels that the proposed addition is necessary to deliver fish to the indicated elevation of 39.

Mr. Kernan has altered the drawing to provide for an 8' pool into which the fish would pass from the present top pool into the new addition. His changes have been added to the enclosed plan in red. Please consider the alternation as a firm recommendation.

Truly yours,

P. W. SCHNEIDER, DIRECTOR

by Cole M. Rivers

Cole M. Rivers, Field Agent
Rogue River District

cc: J. W. Vaughn

RECEIVED
JUL 31 1962
ROGUE RIVER VALLEY
IRRIGATION DISTRICT

[illegible]
[illegible]

[illegible], CHAIRMAN
[illegible] FALLS
JOHN P. AMACHER, WINCHESTER
ROLLIN E. BOWLES, PORTLAND
TALLANT GREENOUGH, COQUILLE
WAYNE E. PHILLIPS, BAKER

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
P. O. BOX 4136
PORTLAND 8

September 17, 1962

Mr. Harold Sexton, Secretary-Manager
Rogue River Valley Irrigation District
3139 Merriman Road
Medford, Oregon

Dear Mr. Secton: re: Fish Ladder, Bear Creek Diversion Weir -

We have examined your plans and find they meet with our approval for the extension.

The Game Commission engineers are merely advisors in the extension of this ladder. I would suggest the Board go directly to the Highway Commission with these proposed changes.

If we can be of any further help please feel free to contact us.

Very truly yours,

P. W. SCHNEIDER, DIRECTOR

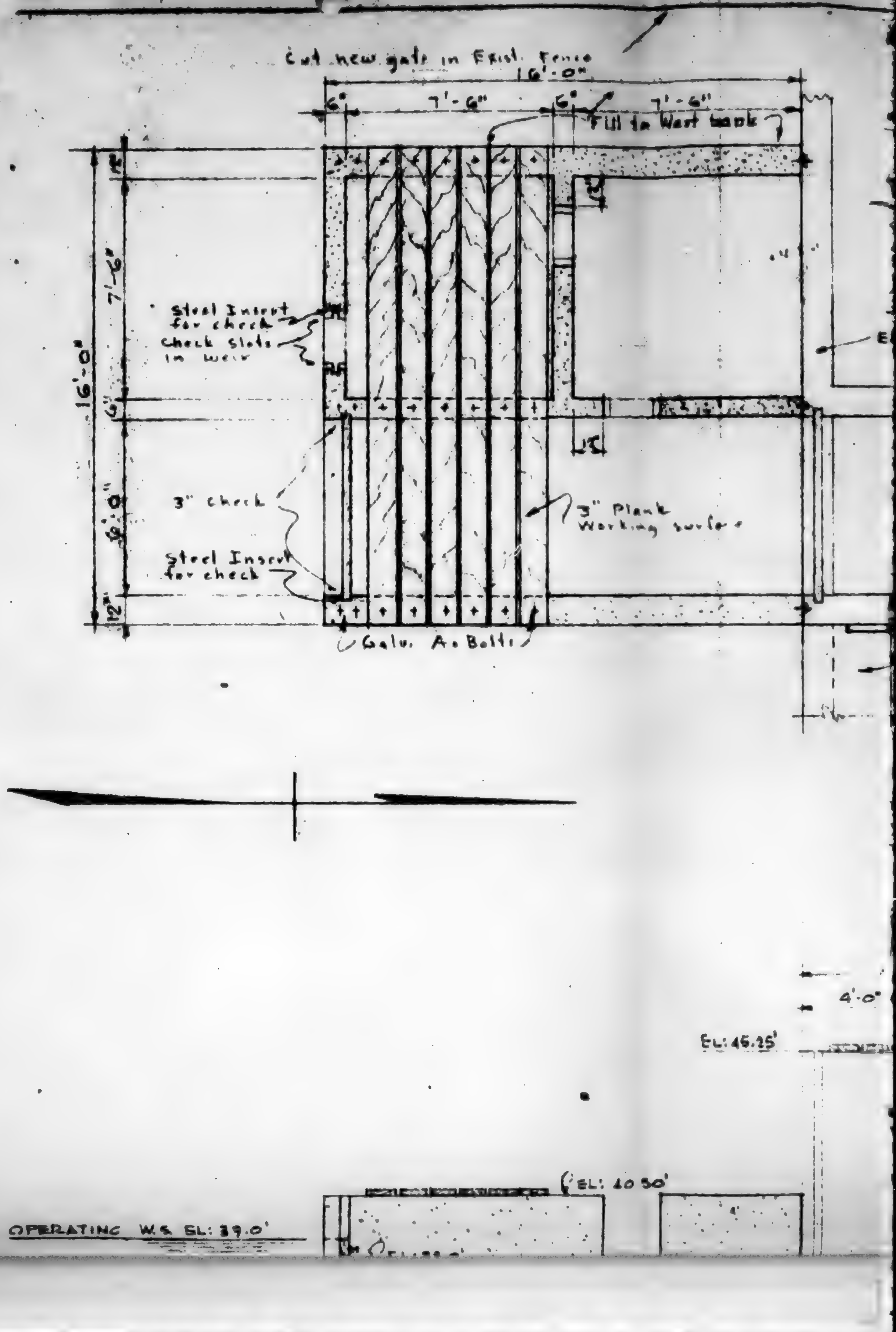
By George Kernan
George J. Kernan
Chief Engineer

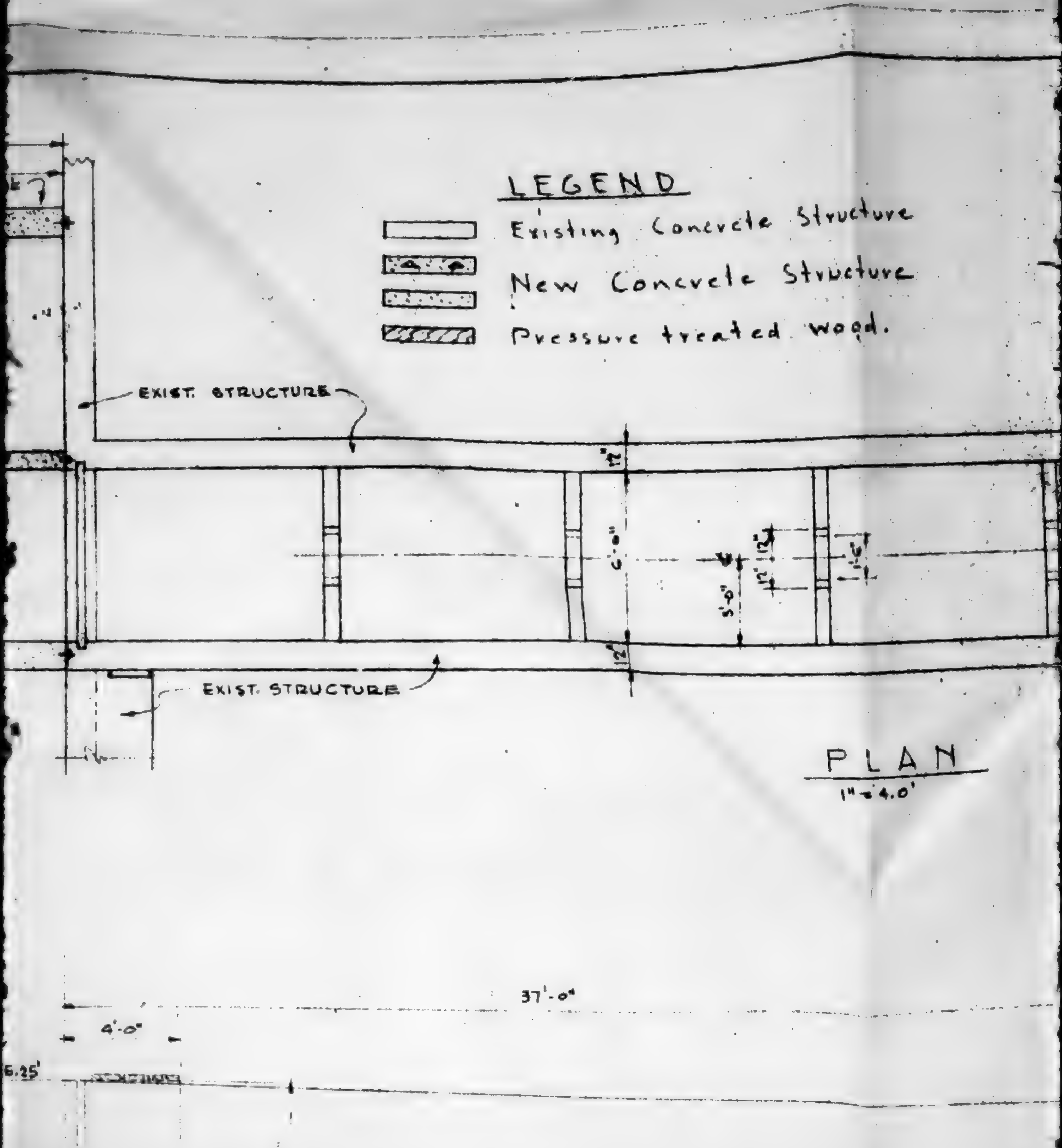
GJK:hg

enclosures

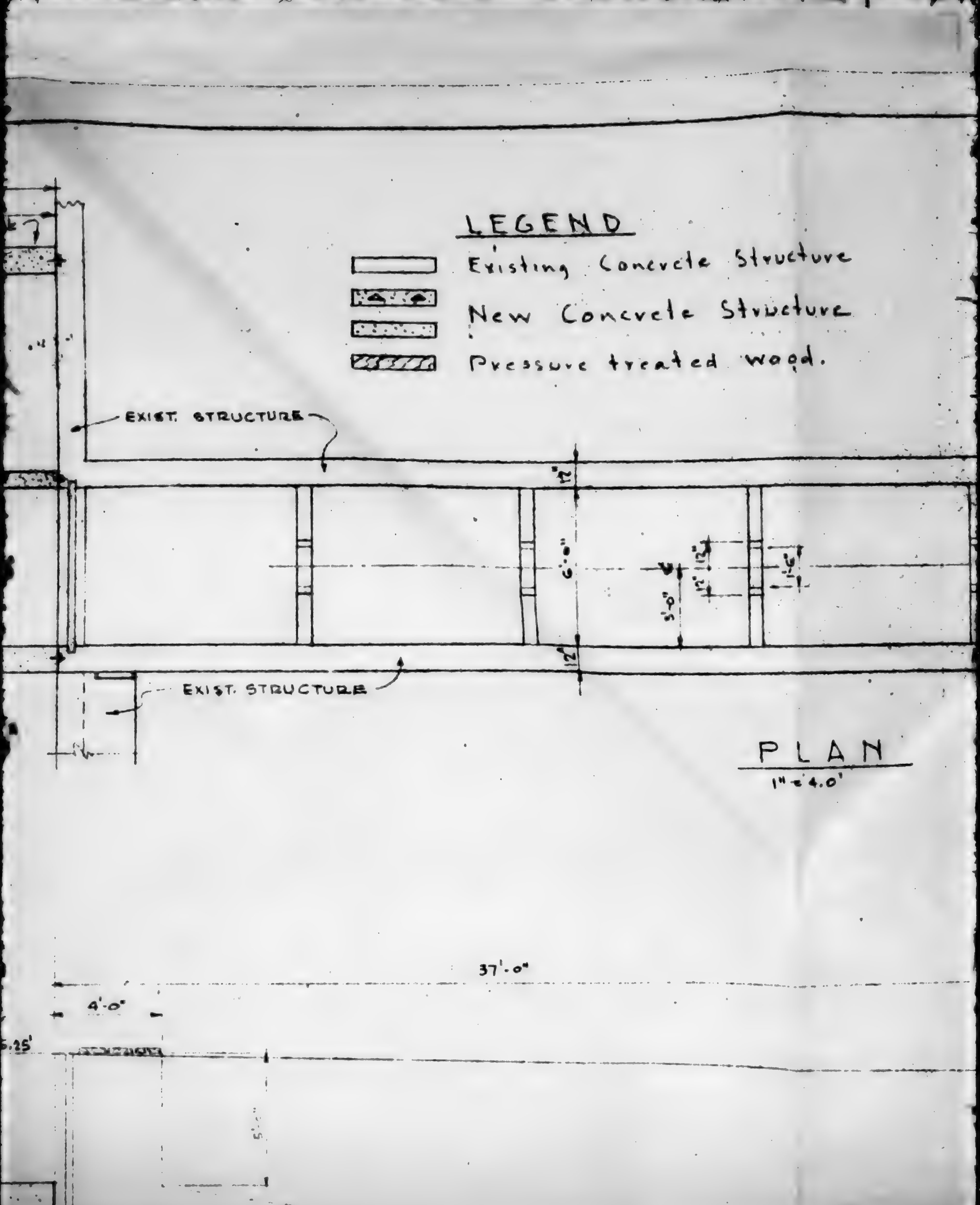
RECEIVED
SEP 19 1962
RECEIVED
ROGUE RIVER VALLEY
IRRIGATION DISTRICT

9-19-[illegible]
[illegible]
[illegible]

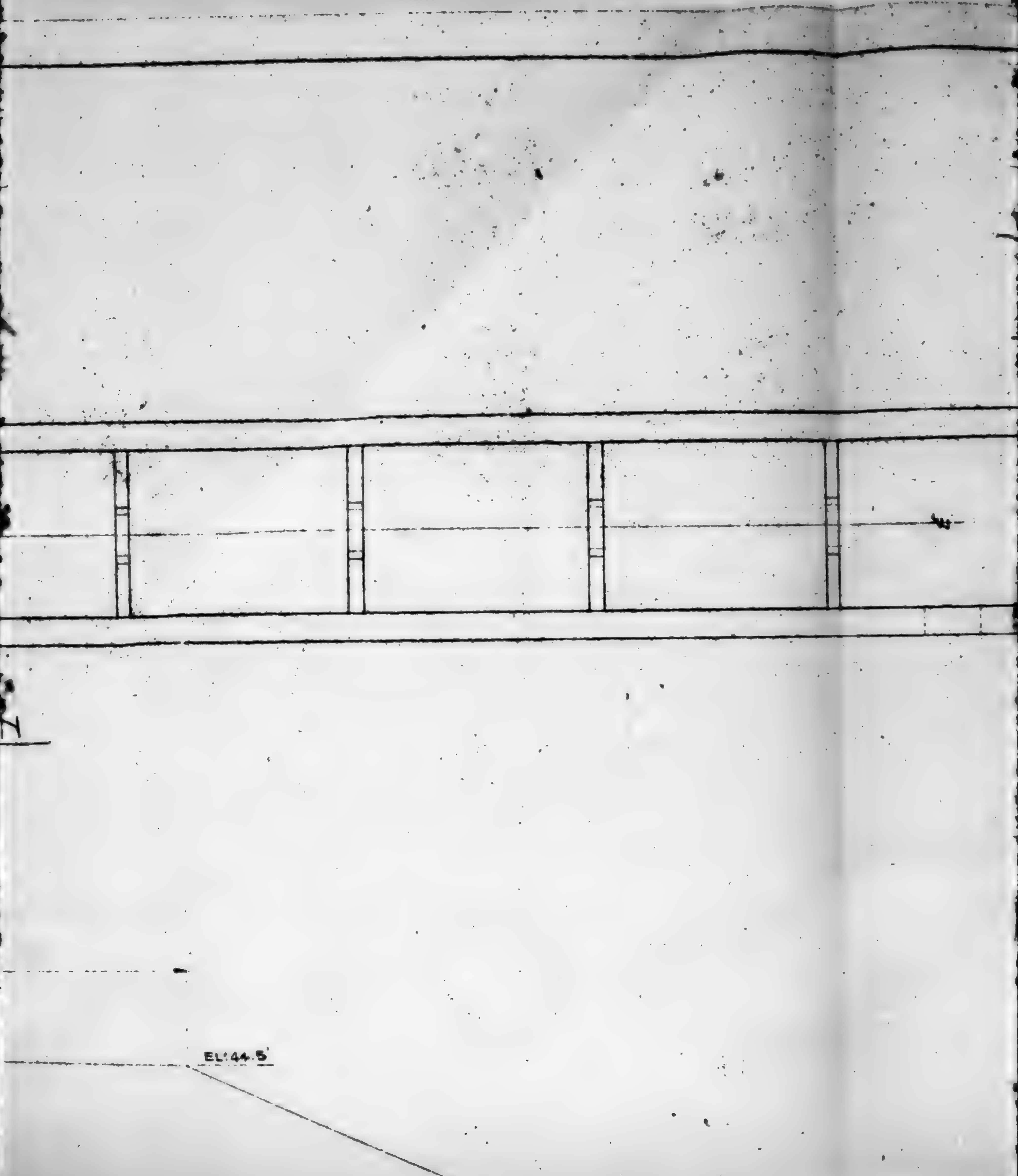

Cut new gate in Exist. Fence
16'-0"
6"
7'-6"
6"
7'-6"
Fill to West bank
7'-6"
16'-0"
6"
8'-0"
12"
12"
Steel Insert for check
Check Slots in Weir
3" Check
Steel Insert for check
3" Plank Working surface
Galv. A. Bolts
4'-0"
EL: 45.25'
EL: 40.50'
OPERATING W.S. EL: 39.0'

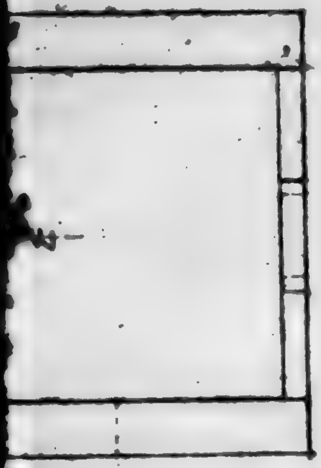

LEGEND
Existing Concrete Structure
New Concrete Structure
Pressure treated wood.
EXIST. STRUCTURE
EXIST. STRUCTURE
12"
6'-0"
5'-0"
12"
12"
12"
6"
37'-0"
4'-0"
5.25'

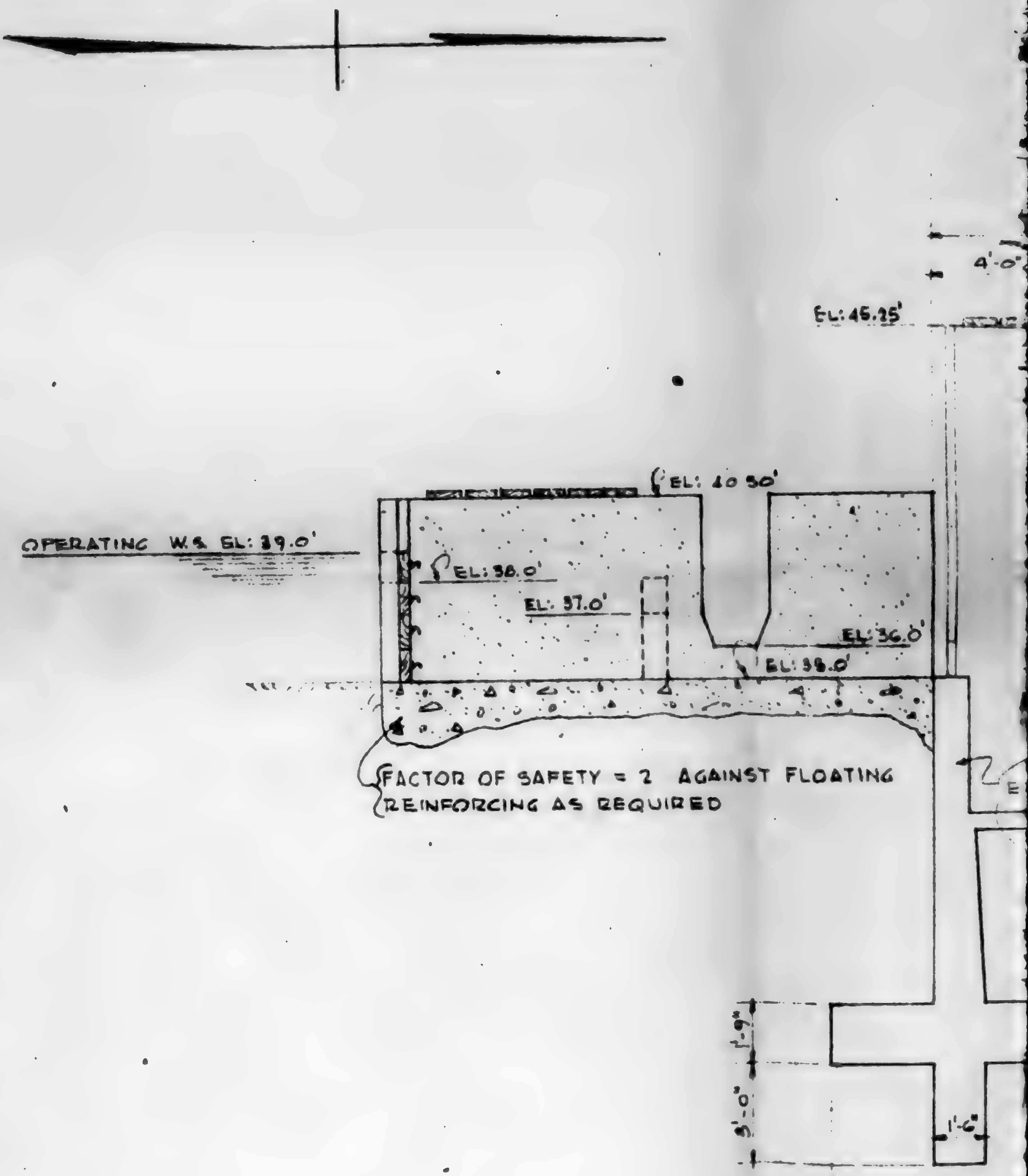
PLAN
1" = 4.0'


LEGEND
Existing Concrete Structure
New Concrete Structure
Pressure treated wood.
EXIST. STRUCTURE
EXIST. STRUCTURE
12"
6'-0"
3'-0"
1½"
1½"
6"
12"
37'-0"
4'-0"
5.25'

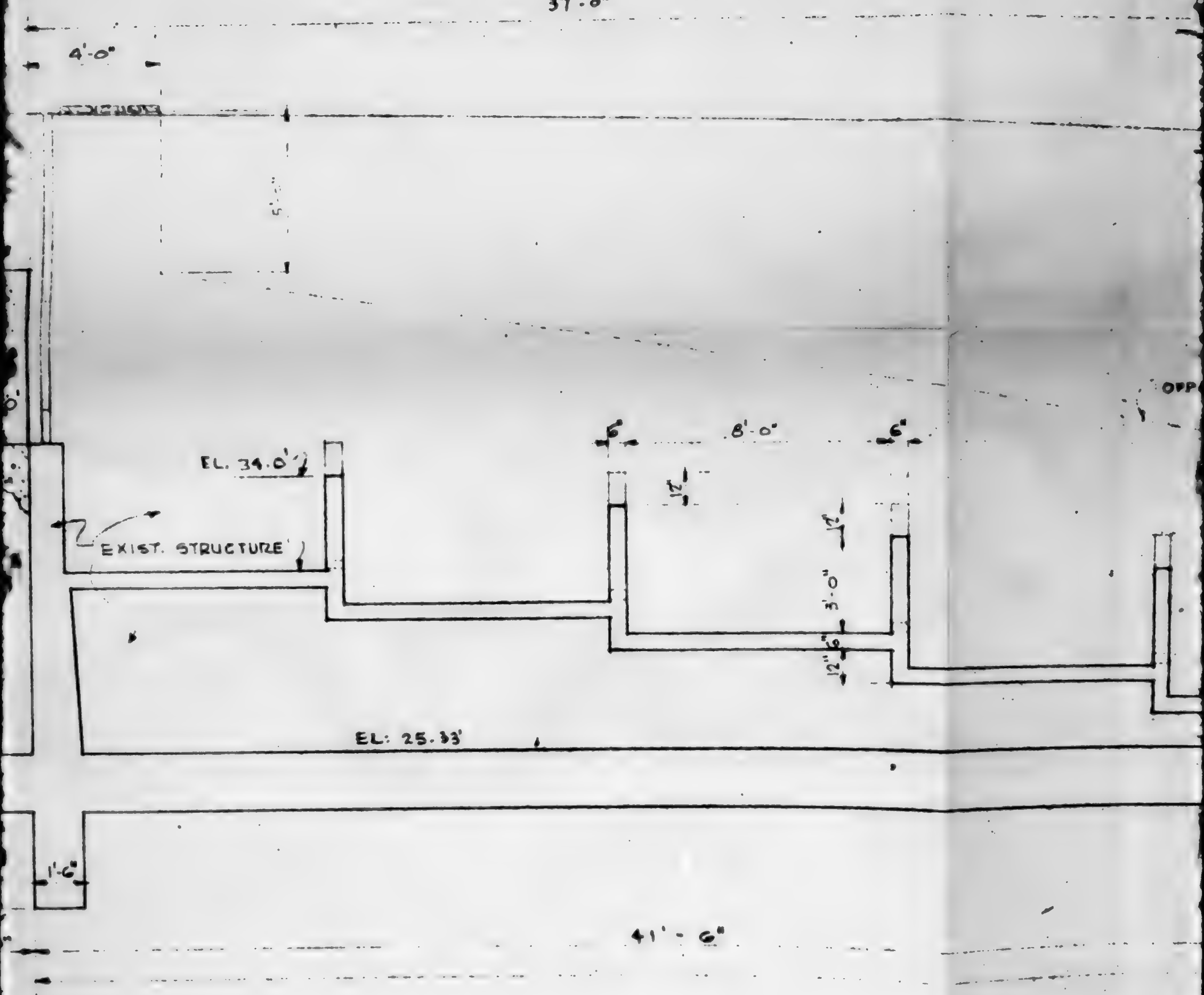
PLAN
1" = 4.0'


EL. 44.5'



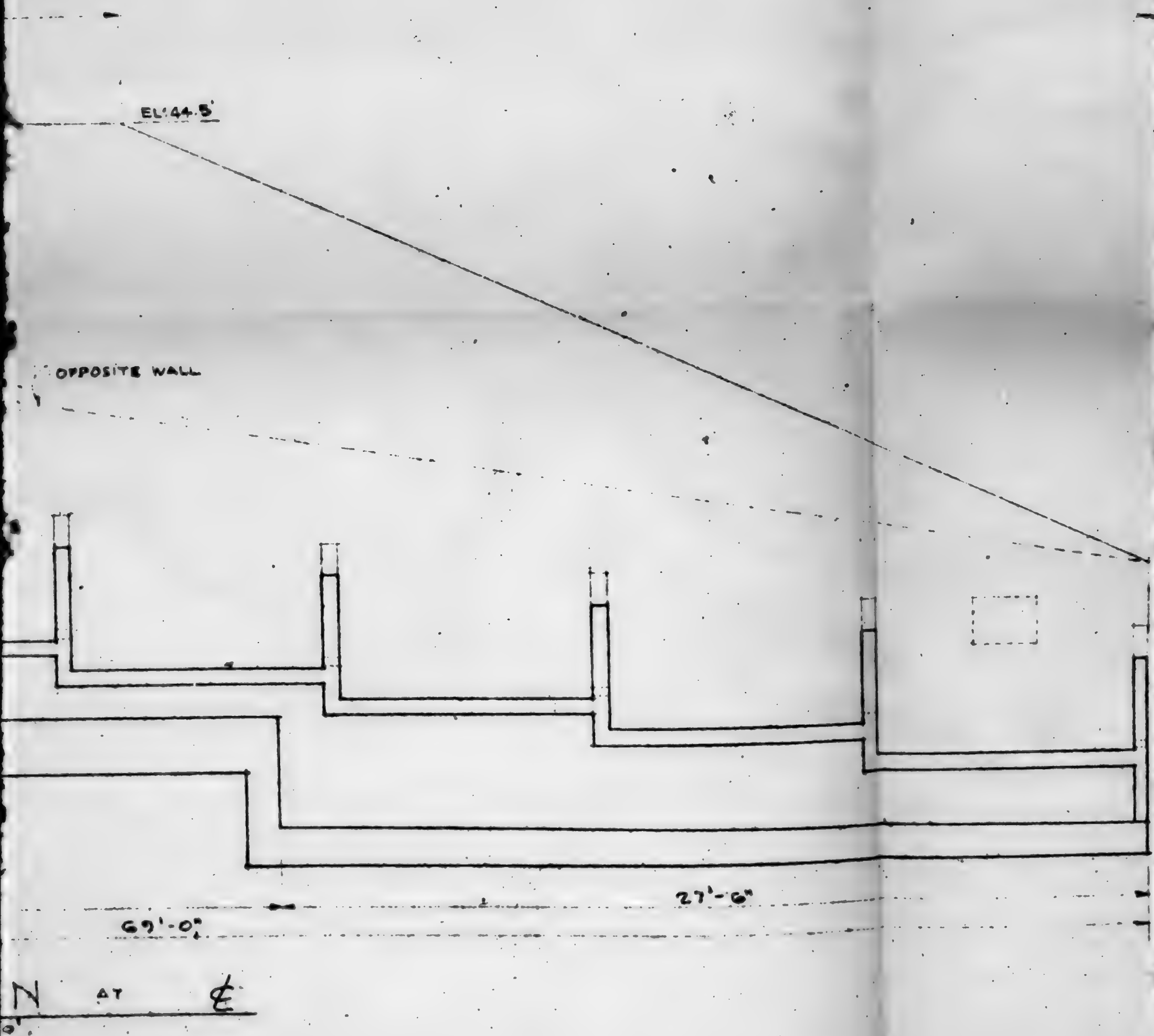

4'-0"
EL: 45.25'
EL: 40.50'
OPERATING W.S. EL: 39.0'
EL: 38.0'
EL: 37.0'
EL: 36.0'
EL: 35.0'
FACTOR OF SAFETY = 2 AGAINST FLOATING
REINFORCING AS REQUIRED
E
1'-9"
3'-0"
1'-6"
3'-0"

1" = 4.0'


37'-0"
4'-0"
5'-0"
EL. 34.0'
EXIST. STRUCTURE
6"
8'-0"
6"
12"
12"
3'-0"
6"
12"
EL: 25.33'
1'-6"
41'-6"
OPP

SECTION

1" = 4.0'


EL:44.5'
OPPOSITE WALL
27'-6"
69'-0"

N AT ℄

FISH LADDER EXTENSION
BEAR CREEK DIVERSION WEIR

ROGUE RIVER VALLEY IRRIG. DIST.
MEDFORD, OREGON

DATE: 10 AUGUST 1962

FISH LADDER EXTENSION
BEAR CREEK DIVERSION WEIR

ROGUE RIVER VALLEY IRRIG. DIST.
MEDFORD, OREGON

DATE: 10 AUGUST 1962

RECEIVED
FEB 5 - 1964

FOR FILING
[illegible]

2121

January 22, 1964

J. H. Baxter and Company
541 Pittock Block
Portland, Oregon 97205

Attention: Mr. A. W. Irwin

Re: AI-34
PE-785

Gentlemen:

Thank you for your letter of January 21 informing us that you have received payment in full in the amount of $1,811.26 for guardrail posts supplied to R & M Construction Company.

You state this is in reference to the Peter Kiewit Sons' Company Contract No. 5831 for grading, paving, structures and signing on Seven Oaks-Jackson Street Section of the Pacific Highway in Jackson County.

This information will be noted in our records, and we will advise the surety and the principal contractor that you are releasing your claim.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc

The Aetna Casualty & Surety Co.
Portland Service Department
300 Yeon Building
Portland 4, Oregon

NOTED ON CARD
LC

Peter Kiewit Sons' Company
711 East Main
Medford, Oregon

Commissioners

CWH:fkn

H J B Co.

J.H.BAXTER & CO.
POLES-PILING-LUMBER
WOOD PRESERVING

541 PITTOCK BLOCK
PORTLAND, OREGON
97205

PHONE 503-227-2574
TELETYPE: 503-224-4877
FILE NO.

Refer to: AI-34
PE-785

January 21, 1964

Oregon State Highway Commission
State Highway Department Building
Salem 10, Oregon

Attention: Secretary

Subject: Oregon State Contract No. 5831, Known as Seven Oaks-Jackson St. Section.

Gentlemen:

With reference to our claim against this contract in the amount of $1,811.26 for guard rail posts supplied to R & M Construction Company, please be advised that this date we have received full payment for the balance due.

We assume you will accept this letter as a release and will notify the proper authorities.

Very truly yours,

J. H. BAXTER & CO.

A W Irwin

A. W. Irwin

Ole please handle 16

AWI:pk
cc: Peter Kiewit Sons'
Omaha, Nebraska

Attorney William E. Cain
c/o Western Casualty & Surety Co.
Kansas City, Missouri

United Pacific Ins. Co.
Tacoma, Wash. Attention Robert L. Miller

R. & M. Const. Co.
Central Point, Oregon

Aetna Casualty & Surety Co.
Portland, Oregon

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
JAN 8 1964
FOR FILING

FORM E-30X 50M 3-63 46606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 6, 1964

To:

Mr. L. R. Chandler
Division Engineer
State Highway Department
P. O. Box 1128
Roseburg, Oregon

SUBJECT: Peter Kiewit Sons' Claim
Seven Oaks-Jackson Street Section
Pacific Highway
Contract No. 5831

Your analysis of the above claim, along with the claim itself, has been reviewed here.

The reasons set forth by the contractor to substantiate his claims, that is pro-rating costs on gross quantities, and distortion in the ratio between item quantities as bid and as built, cannot be considered valid.

It is desirable at this stage, if at all possible, to confine negotiations to the local area. Will you please notify Mr. Miller that both portions of his claim are rejected for reasons as outlined in your combined analysis.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

GLD:fp

cc Lloyd Shaw

RECEIVED
[illegible] 7 1964
OFFICE OF
[illegible] HIGHWAY ENGINEER

RECEIVED
DEC 18 1963
FOR FILING

December 13, 1963

J. H. Baxter & Co.
541 Pittock Block
Portland, Oregon, 97205

Re: AI-559
PE-785

Attention: Mr. A. W. Irwin

Gentlemen:

This is to acknowledge receipt of your claim letter of December 11, 1963, stating that R & M Construction Company owes you $1,811.26 for guardrail posts. From the description given this appears to be in connection with State Highway Contract No. 5831 with Peter Kiewit Sons' Co. for grading, paving, structures and signing on the Seven Oaks-Jackson St. Section of the Pacific Highway in Jackson County.

The surety on this project is The Aetna Casualty & Surety Company, through their Portland Service Department, 300 Yeon Building, Portland 4.

We will advise the surety and the contractor of the receipt of your claim letter and will also forward it to the Secretary of State for filing.

Please inform us when the claim has been paid so that we may clear our records.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

CC:
The Aetna Casualty & Surety Company
Portland Service Department
300 Yeon Building
Portland 4, Oregon

Peter Kiewit Sons' Co.
711 E. Main
Medford, Oregon

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon
Attn.: Mr. Geo. C. Stephens

Commissioners

(Please acknowledge receipt of this claim on the enclosed copy of this letter.

CWH:fp

RECEIVED
DEC 18 1963
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

5831 –

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 13, 1963

J. H. Baxter & Co.
541 Pittock Block
Portland, Oregon, 97205

Re: AI-559
PE-785

Attention: Mr. A. W. Irwin

Gentlemen:

This is to acknowledge receipt of your claim letter of December 11, 1963, stating that R & M Construction Company owes you $1,811.26 for guardrail posts. From the description given this appears to be in connection with State Highway Contract No. 5831 with Peter Kiewit Sons' Co. for grading, paving, structures and signing on the Seven Oaks-Jackson St. Section of the Pacific Highway in Jackson County.

The surety on this project is The Aetna Casualty & Surety Company, through their Portland Service Department, 300 Yeon Building, Portland 4.

We will advise the surety and the contractor of the receipt of your claim letter and will also forward it to the Secretary of State for filing.

Please inform us when the claim has been paid so that we may clear our records.

File # 4052

FILED
DEC 16 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

Yours very truly,

ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
lc

cc:
The Aetna Casualty & Surety Company
Portland Service Department
300 Yeon Building
Portland 4, Oregon

Peter Kiewit Sons' Co.
711 E. Main
Medford, Oregon

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon
Attn.: Mr. Geo. C. Stephens
(Please acknowledge receipt of
this claim on the enclosed copy
of this letter.

RECEIVED
DEC 16 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

NOTED
C. W. HEAD

J. H. BAXTER & CO.
POLES - PILING - LUMBER
WOOD PRESERVING

541 PITTOCK BLOCK
PORTLAND, OREGON
97205

PHONE 503-227-2574
TELETYPE: 503-224-4877
FILE NO.

Refer to: AI-559
PE-785

December 11, 1963

Office of The Secretary
Oregon State Highway Commission
Salem, Oregon

Subject: Oregon State Highway Contract No. 5831 - 7 Oaks, Jackson Street Section. Prime contractor, Peter Kiewit Sons.

Gentlemen:

Please accept this letter as your notification of claim against the above project in the amount of $1,811.26. On October 12, 1962, we supplied R & M Construction Company guard rail posts for the above mentioned project. Subsequently we invoiced R & M Construction on our invoice No. B 8160 in the amount of $2,268.00. There has been payments made against this invoice totalling $456.74. As you can tell this brings the balance to the amount mentioned above. We assume that you will notify the prime contractor and the appropriate bonding companies in order that we may be protected under the contract bond. If you need further information regarding this claim, please let us know.

Very truly yours,

J. H. BAXTER & CO.

A W Irwin

A. W. Irwin

AWI:pk

cc: Peter Kiewit Sons
R & M Construction

RECEIVED
DEC 12 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 17 1963
FOR FILING

Salem, Oregon
December 5, 1963

Agenda Item 1e-4
File No. 30581 - Lydiard
Table Rock Road-12th Street Unit
Seven Oaks-Ashland Section
Pacific Highway
Jackson County

Mr. L.I. Lindas
Chief Counsel
Office

Attention: Mr. Walter T. Wright
Right of Way Engineer

Attached for further handling are two fully executed copies of an Indenture of Access to the J.S. Lydiard property on the Table Rock Road-12th Street Unit, Seven Oaks-Ashland Section of the Pacific Highway in Jackson County.

A conformed copy of the above Indenture has been retained in this office.

Secretary

rn
Attach: 2

FORM E-30 30M 11-61 40230

1-e-4

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 5, 1963

To:

Mr. Floyd Query
Secretary

Office

SUBJECT: AGENDA ITEM FOR NOVEMBER 20
COMMISSION MEETING
File No. 30581 - Lydiard
Table Rock Road-12th Street Unit
Seven Oaks-Ashland Section
Pacific Highway
Jackson County

AGENDA
NOV 20 1963
1e-4

Please place upon the agenda of the November 20 meeting the matter of approving an Indenture of Access between the State of Oregon and J. S. and Harriet B. Lydiard.

This matter was approved by the Bureau of Public Roads on October 14, 1963.

Two copies of the instrument should be returned to us after approval and execution by the Commission.

L. I. LINDAS
Chief Counsel

By Walter T. Wright
Walter T. Wright
Right of Way Engineer

WTW:SM
cc: L. I. Lindas
Attachment (3)

(A)
2 COPIES TO
BE SIGNED
By Commission

NOTED
FLOYD QUERY

RECEIVED
DEC 6 - 1963

FOR FILING

December 5, 1963

Rodda Paint Company
6932 S. W. Macadam Ave.
Portland 19, Oregon

Attention: Mr. E. C. Baumgardner
Credit Manager

Gentlemen:

Thank you for your letter of November 27 informing us that you have received your monies from R & M Construction Co. for materials furnished on the Peter Kiewit Sons' Co. Contract No. 5831 for grading, paving, structures and signing on the Seven Oaks-Jackson St. Section of the Pacific Highway in Jackson County.

You state that your letter will serve as our authority to release any claims that you may have had for this job. We have no record of any claims being filed against this contract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
The Aetna Casualty & Surety Company
Portland Service Department
300 Yeon Building
Portland 4, Oregon

~~OFFICE COPY~~

Peter Kiewit Sons' Co.
711 E. Main
Medford, Oregon

NOTED ON CARD
dc

CWH:fp

MANUFACTURERS
PAINTS » VARNISHES « LACQUERS

Rodda
PAINT COMPANY
SERVICE OUR SPECIALTY
6932 S. W. Macadam Ave.
PORTLAND 19, ORE.

DISTRIBUTORS
BRUSHES - TOOLS - SANDPAPER

November 27, 1963

Oregon State Highway Department
Salem
Oregon

Re: Contract No. 5831
Seven Oaks - Jackson St.

Gentlemen:

We are in receipt of our monies from the R & M Construction Co. for material furnished on the above project.

This letter will serve as your authority to release any claim that we may have had for this job.

Very truly yours,

RODDA PAINT COMPANY

E C Baumgardner

E. C. Baumgardner
Credit Manager

ECB:sb

cc: Peter Kiewit Sons' Co.
United Pacific Ins. Co.
Western Casulty & Surety Co.
R & M Construction Co.

Floyd-
No record of them filing a claim.
CCC

RECEIVED
NOV 29 1963
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
MAR 5 - 1968

Salem, Oregon
December 4, 1963

File Nos. 30899 and 29057 L-3580
to File No. 29033

Mr. L. I. Lindas
Chief Counsel
Office

Attention: Mr. Earl F. Saling
Right of Way Office Manager

Attached for further handling is a fully executed copy of a Grant of Easement from State to Rogue River Valley Irrigation District for a diversion weir and access road and for maintenance of same.

A conformed copy of the above easement has been retained in this office.

Secretary

rn
Attach: 1

RECEIVED
MAR 5 - 1968

Salem, Oregon
December 4, 1963

File Nos. 32484, 32485 to
File No. 29033

Mr. L.I. Lindas
Chief Counsel
Office

Attached for further handling is a fully executed copy of an Assignment of Flowage Easement form from State to Rogue River Valley Irrigation District in compliance with agreement of April 22, 1961.

A conformed copy of the above document has been retained in this office.

Secretary

rn
Attach: 1

29041 C

RECEIVED
MAR 5 - 1968

Salem, Oregon
December 4, 1963

Seven Oaks-Ashland Section
Pacific Highway
File Nos. 29041 thru 29048 and
29055 & 29033

Mr. L.I. Lindas
Chief Counsel
Office

Attention: Mr. Earl F. Saling
Right of Way Office Manager

Attached for further handling is a fully executed copy of a Bargain & Sale Deed to Rogue River Valley Irrigation District for property on the Seven Oaks-Ashland Section of Pacific Highway in Jackson County.

A conformed copy of the above deed has been retained in this office.

Secretary

rn
Attach: 1

FORM E-30 50M 3-63 48807

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 15, 1963

SUBJECT: File Nos. 29041 29045
29042 29046
29043 29047
29044 29048
29055
29033
Seven Oaks-Ashland Section
Pacific Highway

To: Mr. Floyd Query
Secretary
Highway Building

In accordance with the Agreement of April 22, 1961 between the State and Rogue River Valley Irrigation District, which concerns the relocation of the District's facilities within the right of way of the Pacific Highway in Medford, we have prepared and attach herewith the following document forms:

1. Bargain and sale deed form whereby State conveys to the District a parcel of land along the East side of the highway, together with a permanent easement to operate and maintain the two 48-inch pipelines.
2. Grant of easement form from the State to the District for a diversion weir and access road for the maintenance of same.
3. An assignment of flowage easements form from the State to the District. Said easements were acquired by the Highway Commission for the District in compliance with the above mentioned Agreement.

Please present the enclosed forms to the Commission for the necessary signatures. You will note each form bears the signatures of the Assistant State Highway Engineer, Chief Counsel and Staff Attorney.

Please return the original executed documents to this office for further processing. You may retain the duplicate copies for the Commission's files.

Earl F. Saling
EARL F. SALING
Right of Way Office Manager

APPROVED BY HIGHWAY COMMISSION
DATE April 23, 1964 Misc. C&A 2398
Floyd Query
Secretary

RK:jm
encs. (3)

RECEIVED
NOV 26 1963
FOR FILING

[illegible]

5831

477 Cottage Street N.E.
Salem, Oregon 97301

November 18, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.4DB Salem, Oregon

Deductions for moisture in Crushed Aggregates

The subject of excessive moisture in crushed base aggregates has come up after the completion of the following projects because in each case there was a large overrun in base materials and it was determined that part of the overrun was due to a high moisture content.

F-124(21)	Buena Vista-Cape Sebastian Section - Oregon Coast Highway	# 5793
I-5-1(22)50	Grants Pass-Evans Creek Section - Pacific Highway	# 5714
I-5-1(23)23	Seven Oaks-Jackson Street Section - Pacific Highway	# 5831
I-5-1(33)36	Rock Point - Seven Oaks Section - Pacific Highway	# 5961

Our sister States in the Northwest evidently have had similar experiences because they now have sections in specifications which provide for deductions in pay quantities for excessive water.

Idaho's 1961 Standard Specification Page 69, states that moisture content in aggregates in excess of 4% will not be paid for.

Washington 1963 Standard Specifications, page 99, permits payment for a maximum of 4% water when less than 20% of the aggregate passes a 1/4" sieve and a maximum of 8% water when more than 20% passes the 1/4" sieve.

Montana deducts for that moisture content which exceeds 5%.

In view of the practices in these neighboring states and the considerable overruns on the listed projects, it appears that a similar specification warrants serious consideration for incorporation into Oregon's specifications.

Original To Young
11-22-63

NOTED
LLOYD P. SHAW

(more)

We are verbally informed that this subject has been discussed several times within your organisation and we would very much appreciate your furnishing us with any conclusions which you may have reached on the subject.

RECEIVED
OCT 29 1963

FOR FILING

October 22, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are sending three copies of reclaim voucher No. 21 for the Seven Oaks-Jackson Street Section, Federal-Aid Project No. I-5-1(23)28, in the amount of $28,605.84.

For information supporting our claim, refer to the letter attached to the voucher, also the utility billing attached to our previous submission of this claim, Progress Voucher No. 11.

Accordingly, we request your review of this information and hope it is sufficient to permit reimbursement for the reclaim item.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:lt

BPR Intermediate Const. Inspection 7-11-63 Seven Oaks - Jackson St. (75)

10-14-63 Tom Edwards advises that he will take this matter up with Geo. Williams the week of AASHO conference.

Stan

cc L P SHAW - OSHD

Form PR-33A
(6-60)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

INTERMEDIATE CONSTRUCTION INSPECTION REPORT

(PPM 20-6)

Region No. 8	Report No. 21	County Jackson		State Oregon
Date of inspection 7-11 & 12-63	Inspection made by R. A. Nichols, Asst. Area Engineer			Project No. I-5-1(23)28
In company with Unaccompanied but discussed with Jack C. McCormick, Resident Engineer				
Quality of work Satisfactory	Progress of work Satisfactory	Time elapsed 98 %	Work completed 99+ %	Est. compl. end of month — %

Remarks: (1) Completed work; (2) Work in progress; (3) Comments and recommendations

SEVEN OAKS - JACKSON STREET SECTION
PACIFIC HIGHWAY
GRADING, PAVING, STRUCTURES AND SIGNING

(1) Completed work

The project work has been completed in substantial conformity with approved plans and specifications, including authorized changes and extra work with exception of the signs. There are several signs which do not comply with either the plans or the approved changes.

(2) Work in progress

None.

(3) Comments and recommendations

The signs which do not conform to the approved plans or changes were evidently erected by State personnel. Several of these signs do not comply with AASHO standards; therefore, it is recommended the project not be accepted, until the signs conform to the AASHO standards.

RECEIVED
OCT 8 1963
OFFICE ENGINEERING
DIVISION

NOTED
TOM EDWARDS

EDITION OF 1-59 MAY BE USED

RECEIVED
OCT 14 1963

FOR FILING

[illegible]

[illegible]

October 11, 1963

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

On September 12, 1963, we wrote to you concerning release of final payment on contract #5831, awarded to Peter Kiewit Sons' Co., for grading-paving-structures-signing the Seven Oaks-Jackson St. Section of Pacific Highway in Jackson County.

Final payment on this contract is $80,831.70 and the total contract amount is $3,092,631.84, including $35,883.85 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

by:
C. W. Head, Assistant Secretary

dc

cc: Peter Kiewit Sons' Co.,
711 East Main
Medford, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
OCT 22 1963
FORM E-123X 50M 3-63
FOR FILING

C-SHD 07

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

R.
5751

NOTED
PORTER

October 10, 1963

File No. 30581-Lydiard
Table Rock Road-12th Street Unit
Seven Oaks-Jackson Street Section
Pacific Highway
Jackson County

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

Attached are three copies of our Information for Grant or Indenture of Access for the changing of location of a point of access to relocated Biddle Road. Biddle Road parallels the Pacific Freeway in Jackson County. The point of access is just east of the Crater Lake Highway.

The change in location will be from Station 11+45 to Station 12+00. As a part of the construction of Seven Oaks-Jackson Street Section of the Pacific Highway Project No. I-5-1(23)28, we relocated a portion of Biddle Road and obligated ourselves to construct a point of access to the owner's property.

Right of way for this section of the Highway was acquired under Project No. I-5-1(14)28.

During construction of this section, we requested the adjacent owner to agree to our moving of the access to a point 55 feet easterly of its proposed location so that it would be more distant from the intersection of Biddle Road and the Crater Lake Highway. The owner was agreeable to this and your area engineer approved the matter.

We would appreciate receiving your approval by returning the original signed copy of the Information for Grant or Indenture of Access form to this office.

L. I. LINDAS
Chief Counsel

By

D. H. Moehring
Assistant Right of Way Engineer

DHM:SM
cc: Lloyd P. Shaw
L. H. Young
L. I. Lindas
Attachment

NOTED
LLOYD P. SHAW

RECEIVED
OCT 16 1963
OFFICE OF
STATE HIGHWAY ENGINEER

INFORMATION FOR GRANT OR INDENTURE OF ACCESS

OFFICE USE ONLY
FA R/W Proj. No.
FA Const. Proj. No.

Date 8/23/63
File No. 30581
Section Table Rock Rd - 12Th Street
Highway Interstate 5 (Biddle Rd)
County Jackson

1. Original Grantors: J S and Harriet Lydiard

2. Present Owners: same

3. Address of Present Owners: 2390 Crater Lake Hwy, Medford

4. Are deed copies attached which will complete chain of title? none required

5. Access Point to be Canceled:

Station	Side of Highway	Width	Use Restriction	Constructed?
11+45	easterly	30'	unrestricted	no

6. Access Point to be Granted:

Station	Side of Highway	Width	Use Restriction	Constructed?
12+00	easterly	30'	unrestricted	yes

7. Reason for Change of Access: Better serve the property and will make a better connection

8. Will change affect safety of use or highway traffic capacity? Explain. Change will increase safety of approach by shifting entrance away from connection of Biddle Rd to Crater Lake Hwy.

9. Filing fee of $5 is enclosed ____. Fee is waived x. Road Approach Permit is attached yes.

10. State will construct no. Estimate of cost and check in amount of $ none attached hereto. Descriptions are attached covering additional right of way to be deeded by owner to the state no.

RECOMMENDED:

D M S Resident Engineer

Asst Division Engineer

Construction or Maintenance Engineer

APPROVED:

Asst. State Highway Engineer

Title:
BUREAU OF PUBLIC ROADS

APPROVED DATE 10/14/63
A. W. [illegible]
Oregon Div., Bureau of Public Roads
By M E Martin Dist Engr

Rev. 5/63
Orig. to R/W Engineer

RECEIVED
OCT 8 1963

FOR FILING

5831

October 8, 1963

Mr. Jean Mater
General Manager
Mater Machine Works
520 South First Street
Corvallis, Oregon

Dear Mr. Mater:

This is in answer to your September 17 letter relative to the status of the final estimate payment on the Seven Oaks-Jackson Street Section of the Pacific Highway in Jackson County, Contract No. 5831.

It is anticipated that final payment will be made on October 11, 1963.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Mr. Forrest Cooper
Mr. L. H. Young

MATER
MODERN SAWMILL
MACHINERY

MATER MACHINE WORKS
520 S. First Street · Corvallis, Oregon

September 17, 1963

Mr. R. L. Porter
Deputy State Highway Engineer
State of Oregon
State Highway Department
Salem 10, Oregon

Dear Mr. Porter:

Thank you for your letter of August 29, 1963 concerning the matter of Foress Company on the Seven Oaks--Jackson Street section of the Pacific Highway in Jackson County.

The Foress Company informs me that the matter has not been settled and that they have not been paid. They claim that a check with your office will indicate this is so.

We still have not been paid the amount due us.

We are reluctant to keep asking you about this matter but we will appreciate it if your office could check the status of payment to Foress Company and advise us.

Yours truly,

MATER MACHINE WORKS

Jean Mater

Jean Mater
General Manager

NOTED
R. L PORTER

JM/kk

RECEIVED
SEP 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 19 1963
OREGON
STATE HIGHWAY COMMISSION

Phone 3-5912

RECEIVED
OCT 4 1963

FOR FILING

Salem, Oregon
October 3, 1963

Mr. Frank Morgan
Construction Engineer
OFFICE

I wish to acquaint you with the fact that the Seven Oaks-Jackson semifinal estimate took an unnecessarily long time to check for the following reasons:

1. The culvert note book containing data for 26 pay items was messy, hard to read, and containing irrelevant information like "This paid on estimate #2."

2. The data for the semifinal estimate as a whole was poorly organised. There were several envelopes containing odds and ends of data and computations. The index would refer to a particular envelope and we would have to sort through it to find that which pertained to the item being checked.

3. There was a lot of location data, reports, and so on, included with the box of data that should have been pulled in the division office.

4. Incomplete computations on riprap.

5. This job took 23 days to check and took the resident engineer's office a month to back check. I believe it could have been checked and back checked in one month. This job is the largest we have had in the past year and without doubt the most difficult to check.

Ted Boehme
Final Estimate Engineer

cc: Jim Putnam
L. H. Young

TB:er

RECEIVED
SEP 1 2 1963

FOR FILING

September 12, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed June 22 on Contract No. 5831. The contract was with Peter Kiewit Sons' Company and was for grading, paving, structures, and signing on the Seven Oaks-Jackson Street Section of the Pacific Highway in Jackson County.

As the contractor has completed all work according to specifications, we recommend that you accept the project effective September 12, 1963, and that you concur in this procedure at the Commission meeting on October 10.

It is assumed that if you have no objections to this action, and you do not advise us to the contrary, we may consider the matter has your approval.

Very truly yours,

R. L. Porter
Acting State Highway Engineer

cc Floyd Query
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:ajw bbc

RECEIVED
SEP 13 1963

FOR FILING

5831

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 9, 1963

SUBJECT: Change of Access Location
Seven Oaks-Jackson Street Section
Pacific Highway

To: Mr. Walter T. Wright
Right of Way Engineer
OFFICE

Herewith, four copies of Request for Indenture of Access on the Lydiard file 30581 on the Seven Oaks-Jackson Street Section of the Pacific Highway.

This proposed change moves the access point 55' further south and away from the Biddle Road connection to the Crater Lake Highway, and will increase safety on the Biddle Road by increasing the distance from the intersection. The request for this change was originated by the Highway Department and the access has been constructed under Contract No. 5831 at the revised location.

It is the recommendation of this office and approved by Mr. Shaw that this change be granted. The Bureau of Public Roads' Area Engineer, Mr. Martin, concurs with this request.

F. D. Morgan
Construction Engineer

by

ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Ass't Construction Engineer

NOTED
LLOYD P. SHAW

EAF:db

Attach.
cc: Lloyd P. Shaw
L. R. Chandler
G. W. Ross

RECEIVED
SEP 10 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 6 1963

FOR FILING

5831

Salem, Oregon
September 5, 1963

Mr. F. D. Morgan
Construction Engineer

OFFICE

This is to advise you that work was completed on June 28, 1963, on Contract No. 5831, Seven Oaks-Jackson Street Section in Jackson County.

We request that your office return a signed copy of this letter indicating acceptance of the contract work, or listing any conditions below which would prevent acceptance of the project by the Highway Commission.

Contract work was accepted by the Bureau of Public Roads August 27, 1963.

L. H. Young
Office Engineer

Construction Division
Office Endorsement

Date:_______________

Conditions noted on above date:

Construction Engineer

RECEIVED
SEP 9 1963

FOR FILING

5831

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 3, 1963

SUBJECT: Change of Access Location
Lydiard (R/W File 30581)
Seven Oaks-Jackson St. Section
Pacific Highway

To:

Mr. Lloyd Shaw
Assistant State Highway Engineer
BUILDING

Attached are four copies of "Information for Grant or Indenture of Access" which requests the moving of an access to Biddle Road at the Crater Lake Highway Interchange. The proposed move places the access point 55 feet further south and away from the connection of Biddle Road to the Crater Lake Highway. This about doubles the difference.

The proposed change will increase safety on Biddle Road by increasing the distance from the intersection, and will also allow better use of the adjoining property. The request for the change was originated by the Highway Department and the access has been constructed under Contract No. 5831 at the revised location.

Your approval of this change is requested. The Bureau of Public Roads' District Engineer, Mr. Martin, concurs in this request.

Approved 9-9-63
Lloyd P. Shaw
Asst State Hwy. Engr.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

CHB:fp
Enc.
cc W. T. Wright

NOTED
LLOYD P. SHAW

RECEIVED
SEP 3 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Morgan
cc Wright
9-9-63

RECEIVED
AUG 29 1963
FOR FILING

5231

August 29, 1963

Mr. Jean Hater
General Manager
Hater Machine Works
520 South First Street
Corvallis, Oregon

Dear Mr. Hater:

Reference is made to your letter of August 23 which refers to a previous letter of May 23, 1963, concerning payment for material which you furnished to a subcontractor on the Seven Oaks-Jackson Street Section of the Pacific Highway in Jackson County.

Settlement was made with the contractor on this project on June 24, 1963, and we assumed that this would solve the problem. The project has been completed and formal acceptance by the Bureau of Public Roads was received on this date.

In case you feel it is necessary to file a formal claim in this matter, the attached information should be self-explanatory. If you need further data or information, please let us know.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:mm
enc.
cc Mr. Forrest Cooper

FORM E-30 50M 5-62 48908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 27, 1963

SUBJECT: Mater Machine Works
Letter May 23, 1963
Sign Post Claim

To:

Mr. R. L. Porter
Deputy State Highway Engineer
BUILDING

The letter referred to above requested information on how to proceed to establish a claim for correctional work performed on a butterfly sign support on the Seven Oaks-Jackson Street Section, Contract No. 5831, of the Pacific Highway.

Work was performed on the sign support and a claim in the amount of $311.80 was submitted by Foress Company. Review of pertinent facts led to settlement of this claim for $271.13. A Price Agreement in this amount was submitted to this office June 24, 1963 and has been approved for payment.

F. D. Morgan
Construction Engineer

FDM:fp

cc Lloyd Shaw

NOTED
R. L. PORTER

RECEIVED
AUG 28 1963
OFFICE OF
STATE HIGHWAY ENGINEER

MATER
MODERN SAWMILL
MACHINERY

MATER MACHINE WORKS
520 S. First Street · Corvallis, Oregon

Phone 3-5912

August 23, 1963

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Gentlemen:

On May 23, 1963, we wrote to you explaining how we were caught in a dispute between a Highway Department Contractor; Foress Company, Corvallis, Oregon; and your Department Engineers and asked your assistance.

We have not heard from you since we wrote and would appreciate your advice on this matter. We are owed a sum of money on this contract which has been outstanding for over seven months.

Thank you.

Yours truly,

MATER MACHINE WORKS

Jean Mater

Jean Mater
General Manager

JM/kk

NOTED
R. L. PORTER

RECEIVED
AUG 26 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 26 196
OREGON
STATE HIGHWAY COMMISSION

RECEIVED

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: August 5, 1963

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Truck Speed Signs
Oregon Projects I-5-1(33)36, Rock Point-Seven Oaks Section
and I-5-1(23)28, Seven Oaks-Jackson Street Section

We concur with the installation of the "Truck Speed 50" signs.

The installation will be at State expense without Federal participation.

NOTED
TOM EDWARDS

RECEIVED
AUG [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

FORM -123X 50M 3-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 31, 1963

Mr. R. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Truck Speed Signs
Rock Pt.-Seven Oaks and
Seven Oaks-Jackson St. Sections
Projects: I-5-1(33)36 and 5921
I-5-1(23)28 5651

Dear Sir:

Attached is a copy of a letter from our Traffic Engineer ordering the placing of "Truck Speed 50" signs on the abovenamed projects. These signs were placed by State sign crews in December, 1962.

This installation does not conflict with AASHO standards, and your concurrence in the installation is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By

J. F. Putnam
Assistant Construction Engineer

C:Bib:jh
Attachment

cc: L. P. Shaw (w/attach.)

FORM E-30 50M 8-62 43900

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

CONSTRUCTION DIVISION
JUL 29 1963

Salem 10, Oregon
September 5, 1962

SUBJECT: Installation of Truck Speed Signs
Rock Point to Seven Oaks Section
Seven Oaks to Jackson Street Section
Interstate 5

To:
W. O. Widdows
Ass't. Maintenance Engineer
Highway Shops

The two construction sections mentioned above on Interstate Route 5 will require the installation of "TRUCK SPEED 50" signs at such time as the projects have been accepted from the contractor. As the signing portion of the two contracts did not require the installation of these signs it is requested that at such time as the projects have been accepted from the contractor the truck speed signs be installed at each location where there appears a "SPEED 70 MILES" sign.

Would you please care for this installation when possible and notify both this office and Mr. Edwards' office on completion of the work.

F. B. Crandall
F. B. Crandall
Traffic Engineer

LEG:sm
cc: Tom Edwards

Copy to Ernest Strawn
9-17-62
AEA

signs installed on
Dec. 29 1962

NOTED
A. E. ARCHIBALD

R[illegible]
SIGNING E

Form E-1—(Rev.)-

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 19 ~~11~~ July, 1963

Section: Seven Oaks - Jackson Street	Kind of work: Grading, Paving, Signing, & Structures
Highway: Pacific County: Jackson	Section prefix: 615 - 1001
Contractor: Peter Kiewit Sons' Co.	Contract number: 5831
Date of contract: 11 January, 1961	Specified work days: 243
Date work started: 09 November, 1960	Work days used: 242
Project authorization: $3,517,731.90 Exclusive of engineering: $3,267,582.08	Per cent of time elapsed: 99.6 %

Estimated cost of completed project, exclusive of engineering: $3,192,000.00

Estimated per cent ~~overrun~~ or underrun: 2.31 %

Per cent of contract completed, based on estimated cost: 100.00 %

Engineering authorization: $250,149.82

Engineering cost to date $ 237,000.00, 94.7 %

Date project was completed: 22 June, 1963

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Project completed 22 June 1963, working on semi-final estimates.
Final report semi-final submitted this date.

John Quiner in offoce Tuesday.

CONSTRUCTION DIVISION
RECEIVED
JUL 22 1963

NOTED

Signed James E. Holland, Assistant Resident Engineer

Address 2692 North Pacific Highway, Medford, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.92	6.74	6.74	6.74	6.74
Miles partially completed					
Miles completed	2.92	6.74	6.74	6.74	6.74
Total estimated quantities (contract)	695,000	527,400	411	221	30,000 190,000
Total quantities corrected to date	671,618.2	497,765.7		168.96	33,834 186,626
Estimated quantities moved or placed to date	*	*	*	*	*
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	*		
Wednesday	* Partly Cloudy		
Thursday	*		
Friday	*		Project Completed
Saturday			

9

RECEIVED
JUL 2 - 1963
FOR FILING
516
6431

July 1, 1963

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 22, 1963, on Contract No. 5831, Seven Oaks-Jackson Street Section, in Jackson County, in connection with Federal-Aid Project No. I-5-1(23)28.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By JAH

L. M. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date:__________________

Conditions noted on above date:

A. M. Parsons
Division Engineer

DBM:pal

cc: H. S. Cox

RECEIVED
JUN 11 1963

FORM E-80X—50M—10-62 46523

FOR FILING

[illegible]

5831

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 10, 1963

SUBJECT: Seven Oaks-Jackson Street Section
Pacific Highway
Contract No. 5831

To: Mr. L. R. Chandler
Division Engineer
State Highway Department
P. O. Box 1128
Roseburg, Oregon

We have carefully reviewed all data pertaining to the contractor's claim of $311.80 for corrective work required on a butterfly sign support after approval of the work had been received on previous inspections.

It has been decided that under this particular set of circumstances the contractor's claim is justified and the claim should be allowed.

Will you please prepare the necessary papers.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:bjh

cc: R. L. Porter
L. H. Young

RECEIVED
JUN 10 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible]

[illegible]

(231)

MATER MACHINE WORKS, ~~INC.~~

520 SOUTH FIRST STREET, P.O. BOX 410, CORVALLIS, OREGON, U.S.A. · PLaza 3-7335

TO: Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

DATE: May 23, 1963

F. O. B.:

This Quotation firm for ______ days from this date.

We are pleased to quote you on Mater Sawmill Automation Equipment with the following specifications:

Dear Mr. Cooper:

We find ourselves caught in the middle of a dispute between a contractor for a Highway Sign and your Department Engineers, and are asking your assistance in settling this dispute so that we may receive payment due us.

Briefly, the situation is this:

1. In October, 1960 Foress Company, Corvallis, Oregon, asked us to bid on a Butterfly Sign Support for Seven Oaks-Jackson Street Section, Pacific Highway. On October 26, 1960 we submitted such a bid, following it by a telephone supplement. On April 14, 1961 Foress notified us that it accepted our bid. (Document 1 attached)

2. On April 10 and 14, 1961 our plant manager, Orano Grindahl, prepared two drawings in accordance with instructions from the Highway Commission, and took them to Salem for approval. On May 1, 1961 each of these drawings was stamped "approved" and the date 5-1-61 and the initials RK written in the proper place on each stamp. Verifax copies of the sections of the stamped drawings are enclosed. (Documents 2 and 3 attached)

3. We proceeded to manufacture the Butterfly sign according to directions and on October 25, 1961 telephoned the Materials Division in Salem and requested an inspection. The next day Mr. Howard of the Materials Division, Salem, came to our plant, inspected the sign thoroughly, and told Mr. Grindahl he would file an acceptance report. Mr. Grindahl said he needed something in writing to show Foress and our office that the structure was approved. Thereupon, he gave Mr. Howard a scrap of paper from one of our scratch pads, and Mr. Howard wrote on this that the sign was inspected and found suitable. (Copy of this note is document 4 attached). Mr. Howard said he would file the formal report when he returned to Salem.

4. In order to complete the support for the sign we were informed that we must wait for notification from the Resident Engineer as to the Post height for the sign support. The construction strike and winter months delayed construction so that it was not till 16 July 1962 that we were notified of the Post Height. (Documents 5, 6, 7)

5. We completed the Post and on August 29, 1962 requested Salem to send an inspector to inspect it. Mr. Rennels came and inspected the post. He asked us to clean certain welds and returned the next day to re-inspect. After his inspection he told us that the post was acceptable and that he would file an inspection acceptance. We notified Foress Company and they picked up the post.

6. After the inspected post and sign left our plant it is our understanding (from the letter of February 25, 1963 to Mr. Jack McCormick from Foress Company, Document 8) that the local Resident Bridge Engineer was called to inspect the structure at the Foress Company plant, Camp Adair, Albany, Oregon. From this same letter we understand that the inspector advised that the structure was ready to paint with red lead; then later with silver paint.

7. Apparently, from what we can gather, when the sign was delivered to Seven Oaks-Jackson Street Section, the Resident Engineer required sand blasting and repainting of the sign. This work, Foress Company states, cost $311.80, in addition to their bid price.

8. On March 25, 1963 Jack C. McCormick, Resident Engineer of the project, rejected the claim of Foress for reimbursement of $311.60. (Document 9)

9. On April 9, 1963 Foress notified us that they were backcharging our firm in the amount of $311.80 for the extra work entailed. (Document 10)

Foress Company has never paid us in full for this subcontract. They have retained 10% and are now also billing us for the $311.80. Obviously, we cannot accept this charge, which is about 20% of our entire subcontract.

We are not familiar enough with the procedures of the State Highway Department to know how material can be accepted by two inspectors and then later be found defective by a resident engineer. Once the material leaves our Shop we have absolutely no control over it. Therefore, if the approval of your inspectors who inspect our work before it leaves our plant, can be negated in the field, it leaves us in a position of responsibility for something over which we have no control.

We know that it is not the intention of the Highway Department to victimize a small Oregon business such as ours. We believe that somewhere along the line a misunderstanding must have occurred, and we need to get it straightened out.

We request, therefore, that you send us copies of the inspection reports filed by Mr. Howard and Mr. Rennels on this work.

We further request your advice on how to proceed with our claim for these funds. Foress has advised us that several trips to Salem to talk to the people in charge should clear this up. If this is required we will have to make the trips, though it takes your valuable time, and ours. It seems to us that this matter should be able to be resolved through correspondence.

We look forward to hearing from you soon on this matter.

Yours truly,
Mater Machine Works

Jean Mater

Jean Mater
General Manager

JM: ih
Enclosures

RECEIVED
MAY 29 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 27 1963
FOR FILING

Salem, Oregon
May 24, 1963

Reduction of retained
percentage

Mr. C. H. Maison
Auditor
OFFICE

This is to authorize the reduction of the retained percentage to 3% of amount earned on Contract 5831, Seven Oaks-Jackson Street Section in Jackson County.

The estimate number on the voucher should be 28.

L. H. Young
Office Engineer

DBP:cr

RECEIVED
MAY 28 1963
FORM E-30X—30M—10-62 46623
FOR FILING

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 23, 1963

SUBJECT: Sign Revision
Seven Oaks-Jackson Street Section
Pacific Highway
Contract No. 5831

To: Mr. L. R. Chandler
Division Engineer
State Highway Department
P. O. Box 1128
Roseburg, Oregon

Herewith are several sets of plans showing a proposed revision of Sign #20 at the Central Point Interchange on subject section. Revision consists of removing the message "Crater Lake" from the sign as requested by the Chamber of Commerce.

The estimated cost is $125.00 and has the approval of Mr. Edwards. The Bureau of Public Roads refuses to participate in this revision.

Will you please have the necessary paper work taken care of to have the revision of this sign cared for under the existing contract.

F. D. Morgan
Construction Enginder

By

J. F. Putnam
Assistant Construction Engineer

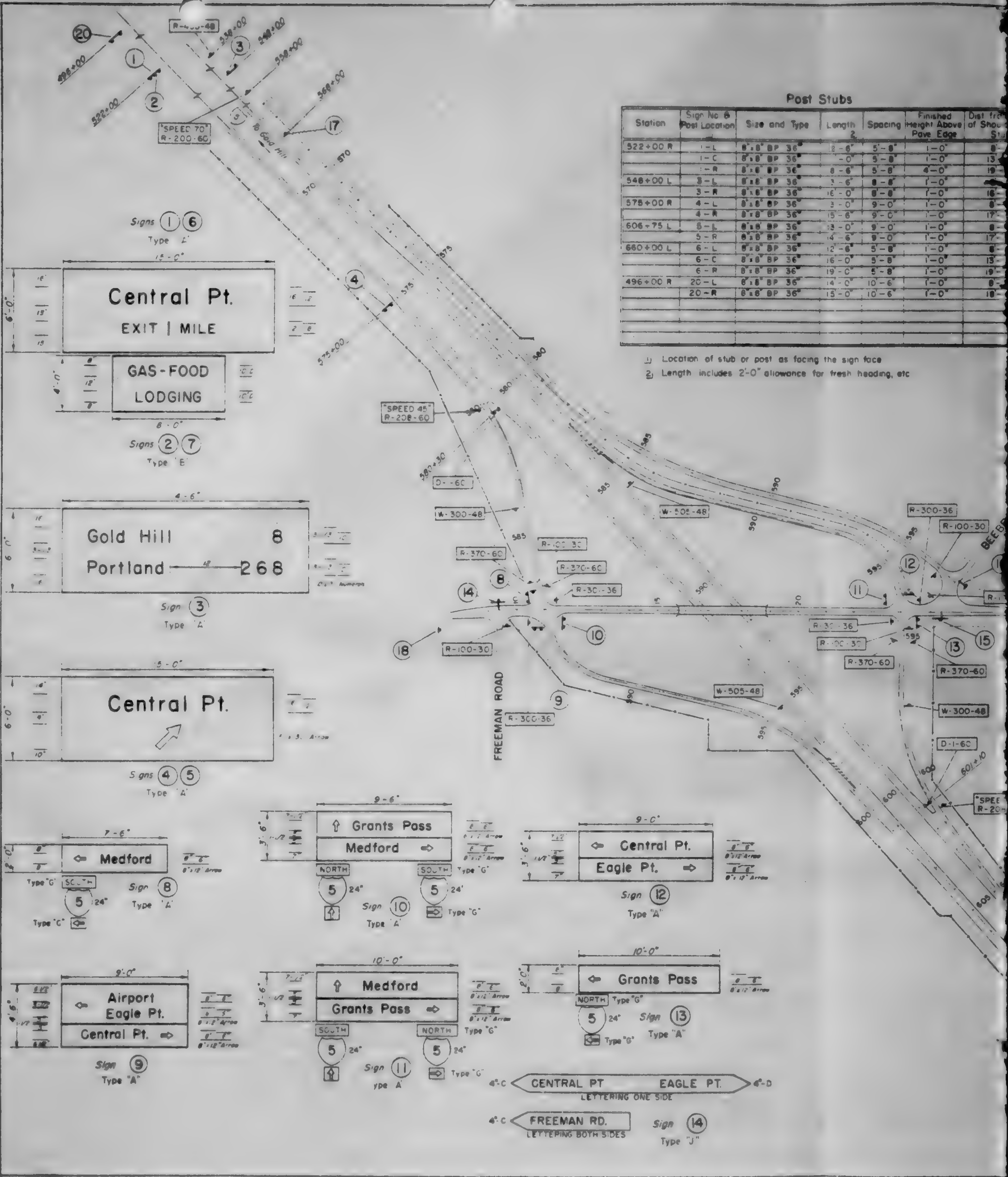
NOTED
TOM EDWARDS

JFP:bjh
Attachments

cc: Tom Edwards (w/attach.)
F. B. Crandall

NOTED
TOM EDWARDS

RECEIVED
MAY 24 1963
OFFICE OF
STATE HIGHWAY ENGINEER


20
1
2
3
R-400-48
496+00
522+00
538+00
548+00
558+00
568+00
"SPEED 70"
R-200-60
5
To Gold Hill
17
570
575
575+00
4
580
585
590
595
600
605
"SPEED 45"
R-208-60
580+30
D-1-60
W-300-48
W-505-48
R-100-30
R-370-60
R-300-36
14
8
18
10
9
11
12
13
15
R-100-30
R-370-60
R-300-36
D-1-60
601+10
BEEB
FREEMAN ROAD
Signs ① ⑥
Type 'L'
15'-0"
6'-0"
Central Pt.
EXIT 1 MILE
GAS-FOOD
LODGING
8'-0"
4'-0"
Signs ② ⑦
Type 'E'
14'-6"
Gold Hill 8
Portland 268
Sign ③
Type 'A'
13'-0"
Central Pt.
Signs ④ ⑤
Type 'A'
7'-6"
Medford
SOUTH
5
24"
Type "G"
Sign ⑧
Type 'A'
Type "G"
9'-6"
Grants Pass
Medford
NORTH
SOUTH
5
24"
Sign ⑩
Type 'A'
Type "G"
9'-0"
Central Pt.
Eagle Pt.
Sign ⑫
Type "A"
9'-0"
Airport
Eagle Pt.
Central Pt.
Sign ⑨
Type "A"
10'-0"
Medford
Grants Pass
SOUTH
NORTH
5
24"
Sign ⑪
Type 'A'
Type "G"
10'-0"
Grants Pass
NORTH
Type "G"
5
24"
Sign ⑬
Type "A"
Type "G"
CENTRAL PT
EAGLE PT.
LETTERING ONE SIDE
FREEMAN RD.
LETTERING BOTH SIDES
Sign ⑭
Type "J"

Post Stubs

Station	Sign No & Post Location 1	Size and Type	Length 2	Spacing	Finished Height Above Pave Edge	Dist fr of Shou St
522+00 R	1-L	8"x8" BP 36"	12-6"	5'-8"	1-0"	8-
	1-C	8"x8" BP 36"	-0"	5-8"	1-0"	13-
	1-R	8"x8" BP 36"	8-6"	5-8"	4-0"	19-
548+00 L	3-L	8"x8" BP 36"	3-6"	8-8"	1'-0"	
	3-R	8"x8" BP 36"	16-0"	8'-8"	1'-0"	16-
575+00 R	4-L	8"x8" BP 36"	3-0"	9'-0"	1'-0"	8-
	4-R	8"x8" BP 36"	15-6"	9-0"	1-0"	17-
606+75 L	5-L	8"x8" BP 36"	13-0"	9'-0'	1'-0"	8-
	5-R	8"x8" BP 36"	14-6"	9-0'	1'-0"	17-
660+00 L	6-L	8"x8" BP 36"	12'-6"	5'-8"	1'-0"	8-
	6-C	8"x8" BP 36"	16-0"	5-8"	1-0"	13-
	6-R	8"x8" BP 36"	19-0"	5-8"	1'-0"	19-
496+00 R	20-L	8"x8" BP 36"	14-0"	10-6"	1'-0"	8-
	20-R	8"x8" BP 36"	15-0"	10-6"	1'-0"	18-

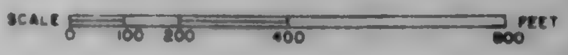
1) Location of stub or post as facing the sign face

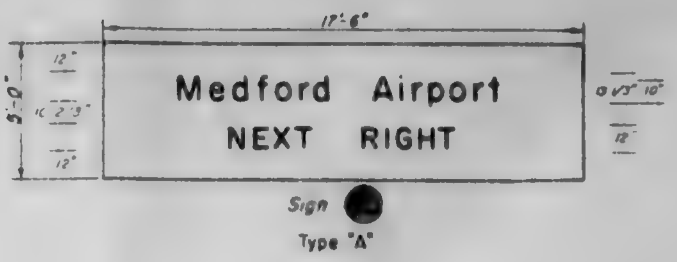
2) Length includes 2'-0" allowance for fresh heading, etc

Final

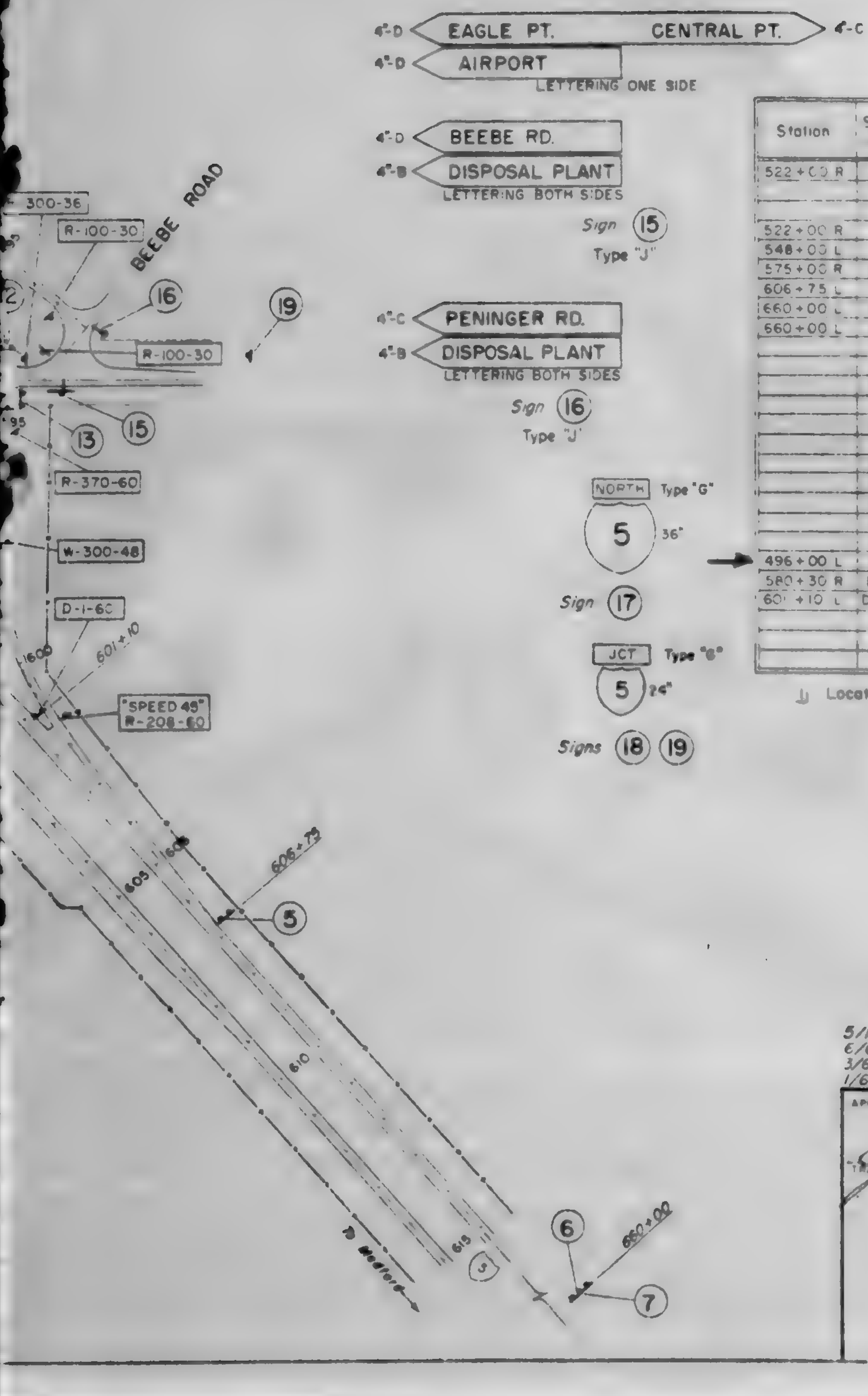
CENTRAL POINT INTERCHANGE

Finished eight Above Pave Edge	Dist from Edge of Shoulder to Stub
1-0"	8'-0"
1-0"	13-8"
4-0"	19'-4"
1'-0"	8'-0"
1'-0"	16-8"
1-0"	8-0"
1-0"	17-0"
1'-0"	8-0"
1-0"	17-0"
1'-0"	8-0"
1-0"	13-8"
1-0"	19-4"
1-0"	8-0"
1-0"	18-6"


SCALE
0
100
200
400
800
FEET


17'-6"
5'-0"
12"
2'3"
12"
Medford Airport
NEXT RIGHT
3" 10"
12"

Sign ● Type "A"


4"-D
EAGLE PT.
CENTRAL PT.
4"-C
4"-D
AIRPORT
LETTERING ONE SIDE
4"-D
BEEBE RD.
4"-B
DISPOSAL PLANT
LETTERING BOTH SIDES
Sign 15
Type "J"
4"-C
PENINGER RD.
4"-B
DISPOSAL PLANT
LETTERING BOTH SIDES
Sign 16
Type "J"
NORTH
Type "G"
5
36"
Sign 17
JCT
Type "G"
5
24"
Signs 18 19
R-300-36
R-100-30
BEEBE ROAD
12
16
19
R-100-30
95
13
15
R-370-60
W-300-48
D-I-60
1600
601+10
"SPEED 45"
R-208-60
605
1600
606+75
5
610
615
5
To Medford
6
660+00
7

Posts

Station	Sign No	No Posts Req'd ⫫	Size and Type	Length	Spacing	Minimum Foundation Depth	Remarks
522+00 R	1	1-L	8"x4" B 10"	13'-0"	5'-8"		Mount Sign 8'-0" Above Elevation of Pavement
	1	1-C	8"x4" B 10"	13-0"	5'-8"		
	1	1-R	8"x4" B 10"	10'-0"	5'-8"		
522+00 R	2						Mount Below Sign No 1 on Left 2 Posts
548+00 L	3	2	8"x4" B 10"	12-0"	8-8"		
575+00 R	4	2	8"x4" B 10"	12-0"	9-0"		
606+75 L	5	2	8"x4" B 10"	12'-0"	9-0"		
660+00 L	6	3	8"x4" B 10"	13-0"	5-8"		Mount Sign 8'-0" Above Elevation of Pavement
660+00 L	7						Mount Below Sign No 6 on Left 2 Posts
	8	2	4"x6" Wood S4S	16'-0"	4'-6"	4-0"	Directional Marker Assembly on Left Post
	9	2	6"x8" Wood S4S	22-0"	5-6"	7-0"	
	10	1-L	6"x6" Wood S4S	20-0"	5-8"	6-0"	
		1-R	6"x6" Wood S4S	22-0"	5-8"	6'-0"	Directional Marker Assembly on Post
	11	1-L	6"x6" Wood S4S	20'-0"	6-0"	6'-0"	
		1-R	6"x6" Wood S4S	22'-0"	6'-0"	6-0"	Directional Marker Assembly on Post
	12	2	6"x6" Wood S4S	20'-0"	5-6"	6-0"	
	13	2	4"x6" Wood S4S	16-0"	6'-0"	4'-0"	Directional Marker Assembly on Left Post
	14	1	4"x4" Wood S4S	14'-0"		4'-0"	
	15	1	6"x6" Wood S4S	16'-0"		6-0"	
	16	1	4"x4" Wood S4S	14-0"		4'-0"	
→ 496+00 L	20	2	8"x4" B 10"	11'-0"	10-6"		
580+30 R	D-I-60	2	6"x8" Wood S4S	20'-0"	3'-8"	7-0"	
601+10 L	D-I-60	2	6"x8" Wood S4S	20'-0"	3'-8"	7-0"	

⫫ Location of stub or post as facing the sign face

5/13/63 Removed "Crater Lake" from Sign No 20
6/6/62 Revised Sign No 20 & Supports
3/62 Deleted R-102-48
1/62 Revised signs 8,10,11 & 13, 17,18 & 19 for rerouting US 99

APPROVED
TRAFFIC ENGINEER Asst.

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

SIGNING INSTALLATION
SEVEN OAKS – JACKSON STREET SECTION
PACIFIC HIGHWAY (I5) & (US 99)
JACKSON COUNTY

DATE November, 1960

T.E.D. DWG NO 8133

RECEIVED
MAY 21 1963

FOR FILING

I-5-1([illegible])

[illegible] 31

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
May 17, 1963

SUBJECT: Sign Revision
Seven Oaks-Jackson St. Section
Pacific Hwy.
Contract No. 5831

To: F. D. Morgan
Construction Engineer
BUILDING

The attached plans show the proposed revisions of Sign No. 20 at the Central Point Interchange on the above mentioned section. The revision consists of removing the message "Crater Lake" from the sign as requested by the Chamber of Commerce.

This revision has the approval of Mr. Edwards but has not been submitted to the Bureau of Public Roads for their approval. The estimated cost of the revision is $125.

Would you have the revision of this sign cared for under the current contract.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

DRA:sm
Attachment
cc: Tom Edwards

NOTED
TOM EDWARDS

RECEIVED
MAY 20 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 21 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 17, 1963

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Proposed Pole Line Permit
Pacific Power & Light Co.
Crater Lake Interchange
Project I-5-1(23)28

Dear Sir:

Attached hereto are three identical copies of a pole permit we propose to issue the Pacific Power & Light Company authorizing a crossing of the Crater Lake Highway at Station 2368+91 on the subject project.

The installation, which will provide electrical power to a pump for the State's sprinkling system, was discussed with and tentatively approved by Mr. Martin of your office this date.

If the permit is satisfactory, please indicate your approval on the executed copy of the permit and return same for our files. The two conformed copies of the permit are intended for your use.

Very truly yours,

G. W. Ross
Director of Permits

By

Original signed by R. P. Hamilton

R. P. Hamilton
Utilities Permit Engineer

Attach.
RPH:mg
cc: Mr. Tom Edwards ✓

NOTED
TOM EDWARDS

RECEIVED
MAY 17 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 15 1963
FOR FILING

May 15, 1963

Farwest Steel Co.
P. O. Box 632
Eugene, Oregon

Attention: Mr. Phil Pynes

Gentlemen:

Peter Kiewit Sons' Contract No. 5831 was approximately 99 percent complete as of April 10, 1963. Anticipated date of completion is May 20, 1963, and the amount retained as of April 10 was $151,623.64.

Contract No. 6091 was approximately 95 percent complete as of December 10, 1962. Completion date awaits the advent of sufficient good weather to complete the finishing. The amount retained was $11,125.88 as of December 10.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fp

Contract No.	Percent Complete	Antic. Compl. date	Amount Retained	
5831	$3,061,[illegible] 99%	5-20-63	151,623.64	4/10/63
6091	95%	finishing dependent on good weather	11,125.88	12/10/62

P. O. BOX 632

PHONE DI 3-7781

FARWEST STEEL CO.

EUGENE, OREGON

MAY 14, 1963

Oregon State Highway Department
State Highway Building
Salem, Oregon

Att: Mr. Floyd Query, Secretary

Gentlemen:

Kindly advise current status of the following Peter Kiewit Sons' Company contracts:

(1) Contract No. 5831 - Seven Oaks - Jackson Street Section of Pacific Highway in Jackson County.

(2) Contract No. 6091 - Overcrossings on Rock Point-Seven Oaks Section of Pacific Highway in Jackson County.

We are interested in the percent complete, the anticipated completion date and the current retainage.

Receipt of above information will be appreciated.

Very truly yours,

FARWEST STEEL COMPANY

Phil Pynes

Phil Pynes

PP:sm

RECEIVED
MAY 15 1963
OREGON
STATE HIGHWAY COMMISSION

ALL AGREEMENTS CONTINGENT UPON STRIKES, ACCIDENTS OR OTHER CAUSES OF DELAY BEYOND OUR CONTROL.
PRICES SUBJECT TO CHANGE WITHOUT NOTICE UNLESS OTHERWISE NOTED.

RECEIVED
MAY [illegible] 1963
FOR FILING

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N. E.
Salem, Oregon

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: April 12, 1963

Edwards

FROM : A. [illegible] Parsons
Division Engineer
Salem, Oregon

SUBJECT: I-5-1(23)28 Seven Oaks - Jackson Street

Mr. Edwards' letter dated March 7, 1963 requested our concurrence and participation in the replacement of a ground mounted exit direction sign for southbound traffic at Crater Lake interchange with a cantilever mounted sign located in the gore point.

This office will concur with the replacement of the "Exit" sign by a cantilever mounted sign at the gore provided adequate safeguards are taken to protect the motorist from colliding with the sign column. The changes approved here will be on a non-participating basis however.

NOTED
M EDWARDS

RECEIVED
APR 12 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 16 1963
FOR FILING

April 12, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 26 covering the hauling and placing of riprap on cut slope on the Seven Oaks-Jackson Street Section of the Pacific Highway in Jackson County, Contract No. 5831 in connection with Federal-Aid Project No. I-5-1(23)28.

This work is necessary to stabilize cut slope, on the right, along the Merritt Property (File No. 34342). Included is the salvaging and reinstalling of two road approach pipes.

This work was verbally recommended for approval by the BPR Area Engineer, and the Field was authorized to proceed April 5, 1963, as an emergency measure, to expedite construction. Your approval of the Order to include work done on that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:bb

Enc.

RECEIVED
MAR 8 - 1963
FOR FILING

5431

March 7, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Mr. Parsons:

Reference is made to correspondence concerning proposed sign changes at the gore point of the southbound off-ramp of the Crater Lake Interchange on the Seven Oaks-Jackson Street project, Oregon I-5-1(23)28.

It is our sincere belief that although completion of the illumination installation will improve conditions, the prevailing weather conditions during the winter months and the existence of the structure create such a condition that interchange illumination alone will not provide a satisfactory solution. The size and location of Medford are such that there is considerable usage of this ramp during the hours of darkness. Confusion on the part of drivers wishing to leave the highway is a distinct cause of hazard.

A case in point is the southbound off-ramp at the Hayesville Interchange north of Salem. Although this interchange is well illuminated, there is considerable indecision as to the proper path to follow when leaving the highway after dark. This location is being studied at the present time, looking to more adequate signing.

In your letter of February 20, it is suggested that the sign at Station 690+50 be moved to Station 707+50 and illuminated. It was our original intention to install the sign at the latter location. However, the sight distance restriction forced us to move it to Station 690+50. Insofar as lighting a ground-mount sign is concerned, it is our feeling that in an urban area such as this, maintenance would be extremely difficult because of vandalism. Further, although illumination of the exit direction sign would provide some benefit, it is believed that the proper location for an illuminated sign is at the gore point.

It is requested that you reconsider this matter and approve participation in the cost of replacing the existing "EXIT" sign with a cantilever sign directing traffic to Medford.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Crandall

VPJ:pk jw

RECEIVED
MAR 4 1963
FOR FILING

FORM CD-121 (1-22-58)
(PRES. BY A.O. 206-11)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: February 20, 1963

FROM : A. [illegible] Parsons, Division Engineer
Salem, Oregon

Shaw [illegible]

SUBJECT: Oregon I-5-1(23)28
Seven Oaks-Jackson St.
Signing

Mr. Edwards' letter, dated February 18, requested our concurrence and participation in proposed sign changes on the subject project.

It is suggested that before any change in the existing signing is made, sufficient time be allowed to finish the interchange illumination contract. When this area is illuminated, much of the problem that now exists may be alleviated. If operational problems still persist, then it is suggested that the sign at station 690+50 be moved back to station 707+50. Adequate sight distance should exist to a sign at this point since the columns on the overcrossing structure at station 704+55 are set back approximately 11 feet from the shoulder line. Consideration should be given to the possibility of placing external illumination (similar to that used by the billboard industry) on the ground mount sign.

It is believed that a sign so placed and illuminated would be more visible to a motorist, traveling during heavy fog conditions, than a sign placed on an overhead structure.

[illegible] 2-25-63

NOTED
TOM EDWARDS

RECEIVED
FEB 21 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 19 1963

FOR FILING

I-5-1(--)27

F831

February 18, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Mr. Parsons:

Reference is made to the Seven Oaks-Jackson Street Grading, Paving and Signing Contract on the Pacific Highway, Project I-5-1(23)28.

This project was recently completed and it is found that southbound drivers wishing to enter Medford by leaving the freeway at the Crater Lake Interchange are experiencing difficulty. This difficulty has two causes:

First, extreme fog conditions exist at this location during a large portion of the winter months and the non-illuminated roadside signs are not readily visible.

Second, because of sight distance restrictions caused by an overcrossing structure north of the interchange, the "EXIT" direction sign had to be installed 1,450 feet north of its normal location at the beginning of the deceleration lane. This leaves only the "EXIT" sign in the gore for final direction information.

To alleviate this condition, it is proposed to replace the gore "EXIT" sign with an overhead, illuminated butterfly sign as shown on the attached sketch.

Your concurrence is requested in the proposed plans change, as well as for Federal participation in the cost.

Very truly yours,

Forrest Cooper
State Highway Engineer

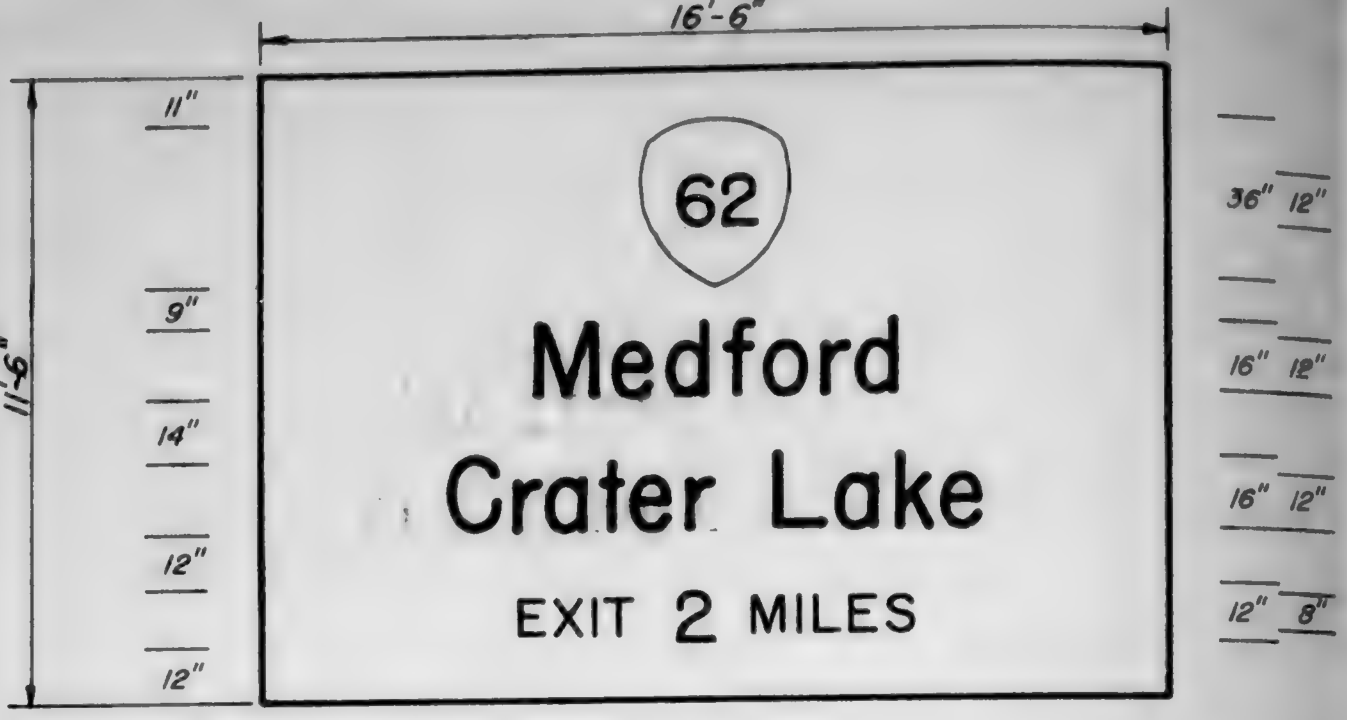
By

Tom Edwards
Assistant State Highway Engineer

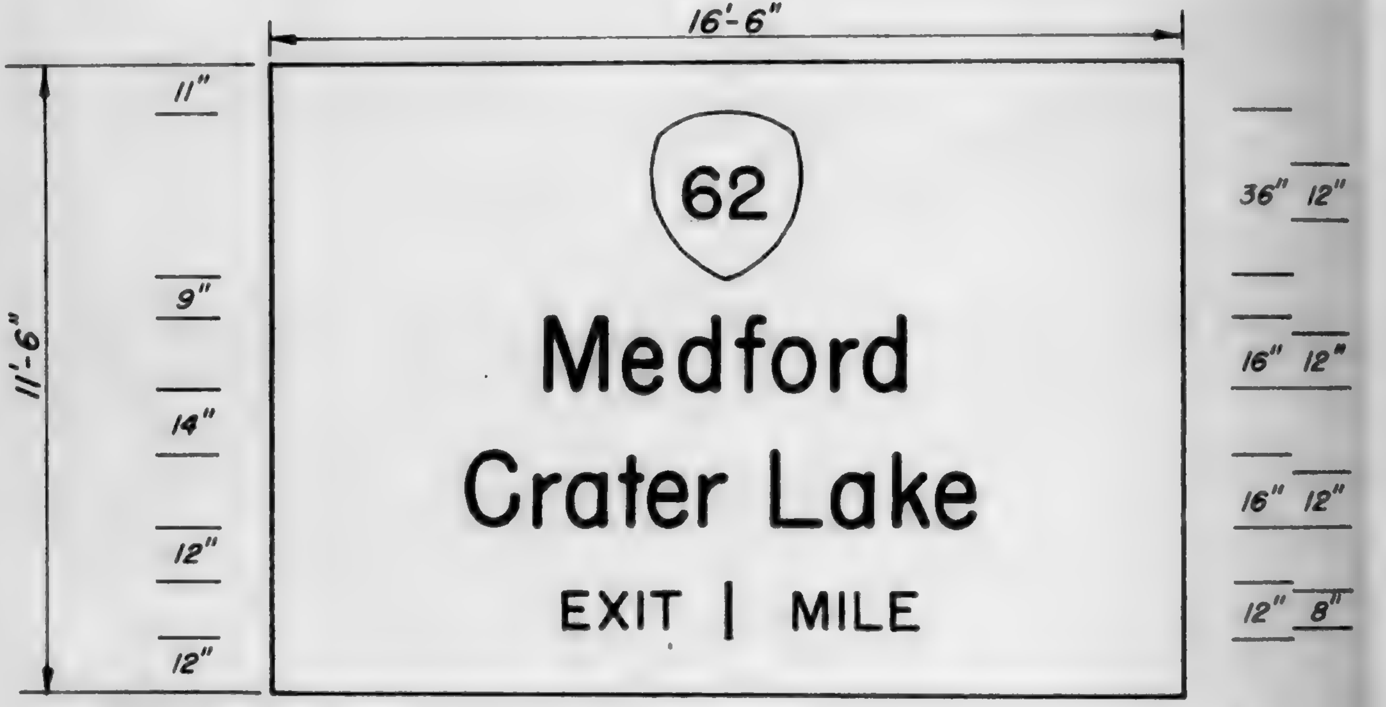
Attachment

bc Forrest Cooper
R. L. Porter
Lloyd Shaw
F. B. Crandall
L. H. Young
L. R. Chandler

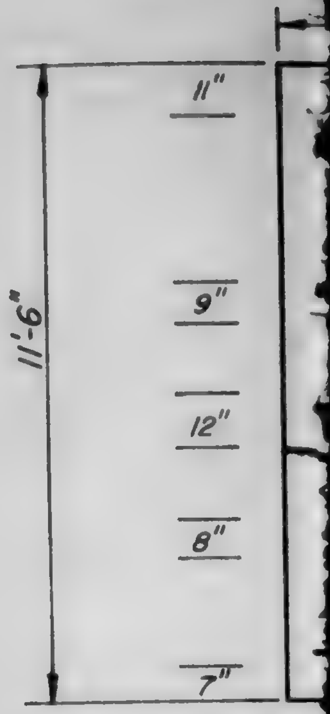
VPJ:pk/sm jw

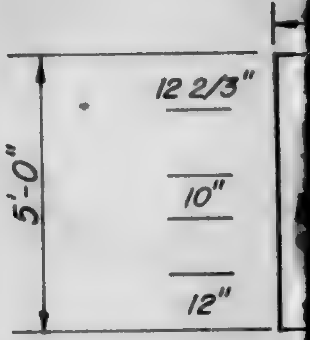

16'-6"
11'-6"
11"
9"
14"
12"
12"
62
Medford
Crater Lake
EXIT 2 MILES
36" 12"
16" 12"
16" 12"
12" 8"

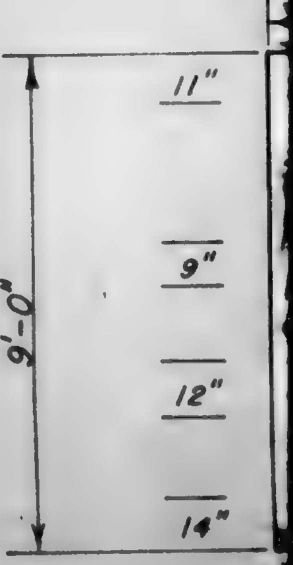
Sign ①
Type "A"

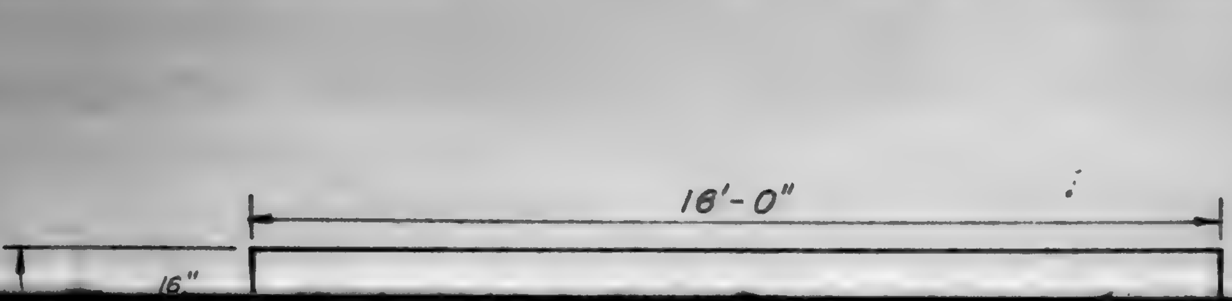

16'-6"
11'-6"
11"
9"
14"
12"
12"
62
Medford
Crater Lake
EXIT | MILE
36" 12"
16" 12"
16" 12"
12" 8"

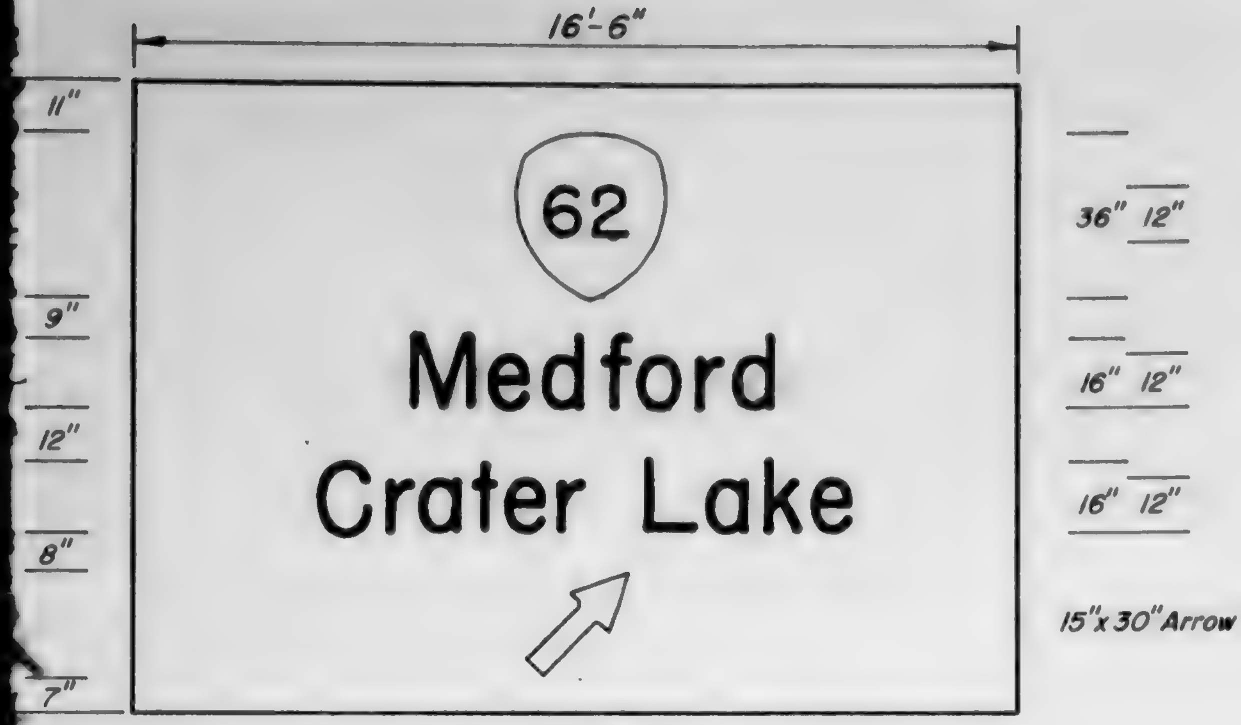
Signs ② ⑥
Type "A"


11'-6"
11"
9"
12"
8"
7"

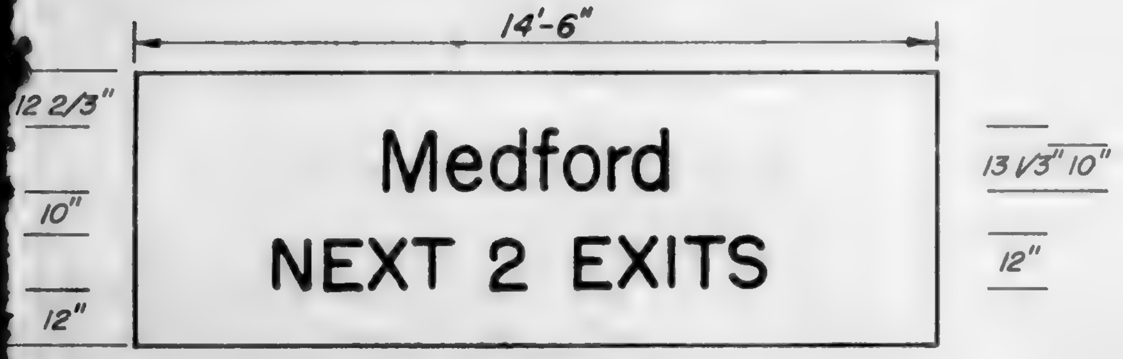

5'-0"
12 2/3"
10"
12"



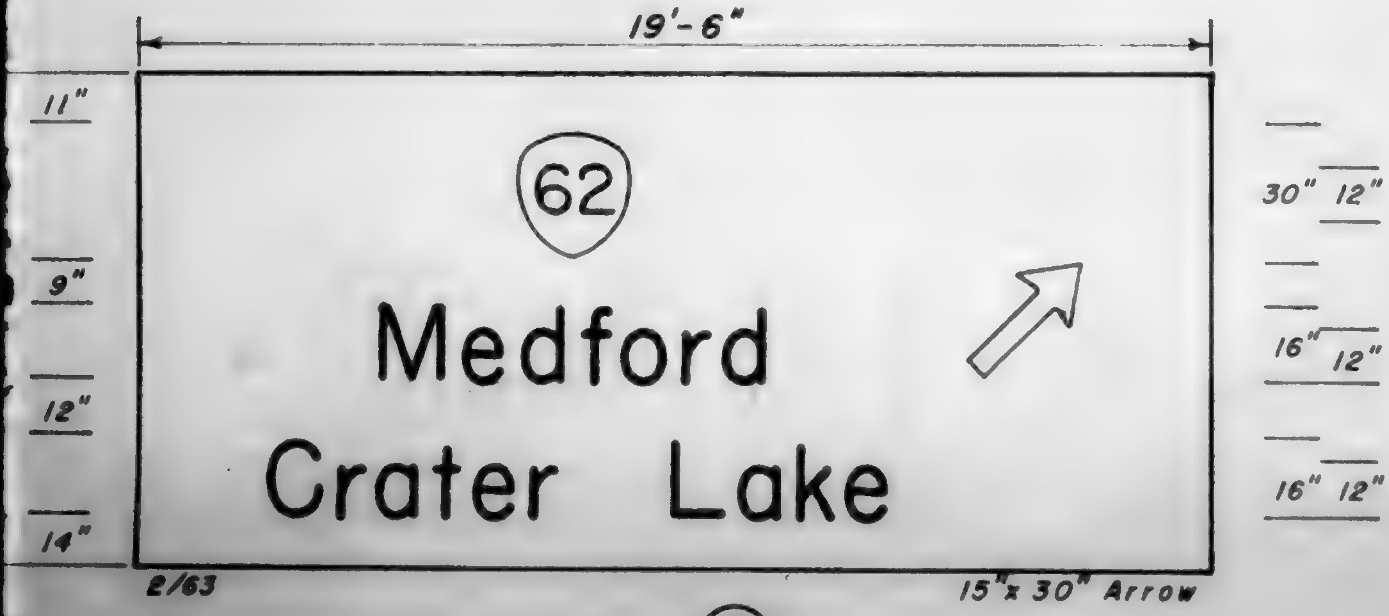



16'-6"
11"
9"
12"
8"
7"
62
Medford
Crater Lake
36" 12"
16" 12"
16" 12"
15"x 30" Arrow

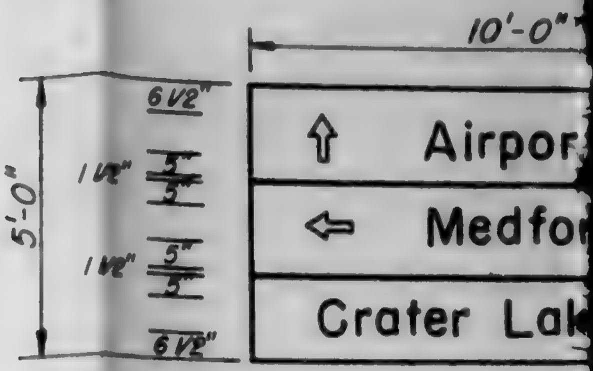
Sign ⑤
Type "A"


14'-6"
12 2/3"
10"
12"
Medford
NEXT 2 EXITS
13 1/3" 10"
12"

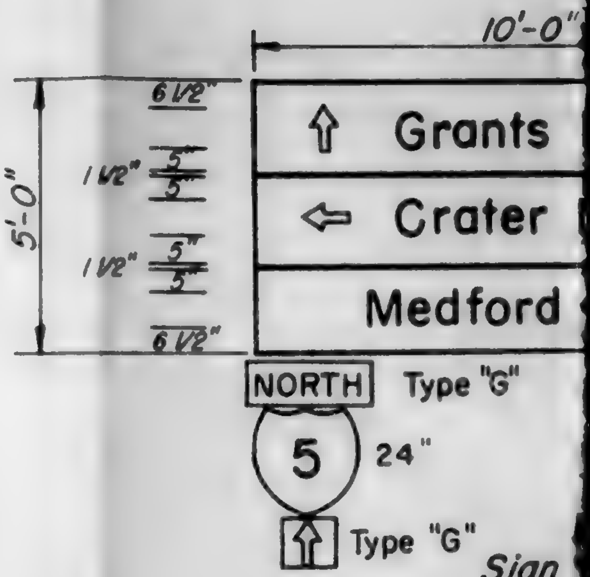
Sign ㊴
Type "A"


19'-6"
11"
9"
12"
14"
62
Medford
Crater Lake
30" 12"
16" 12"
16" 12"
2/63
15"x 30" Arrow

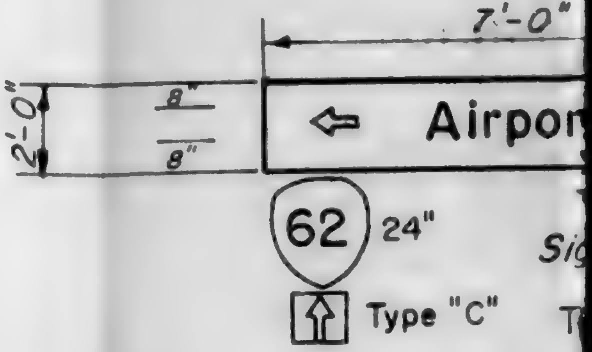
Sign ㊵
Type "A"

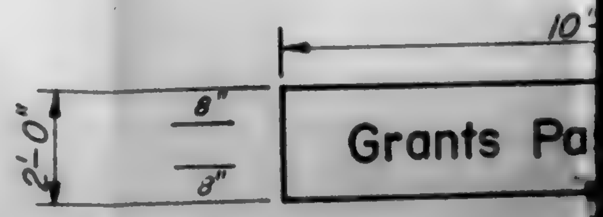

10'-0"
5'-0"
6 1/2"
1 1/2" 5" 5"
1 1/2" 5" 5"
6 1/2"
Airpor
Medfor
Crater Lak

Sign
Type "A"


10'-0"
5'-0"
6 1/2"
1 1/2" 5" 5"
1 1/2" 5" 5"
6 1/2"
Grants
Crater
Medford
NORTH
Type "G"
5
24"
Type "G"

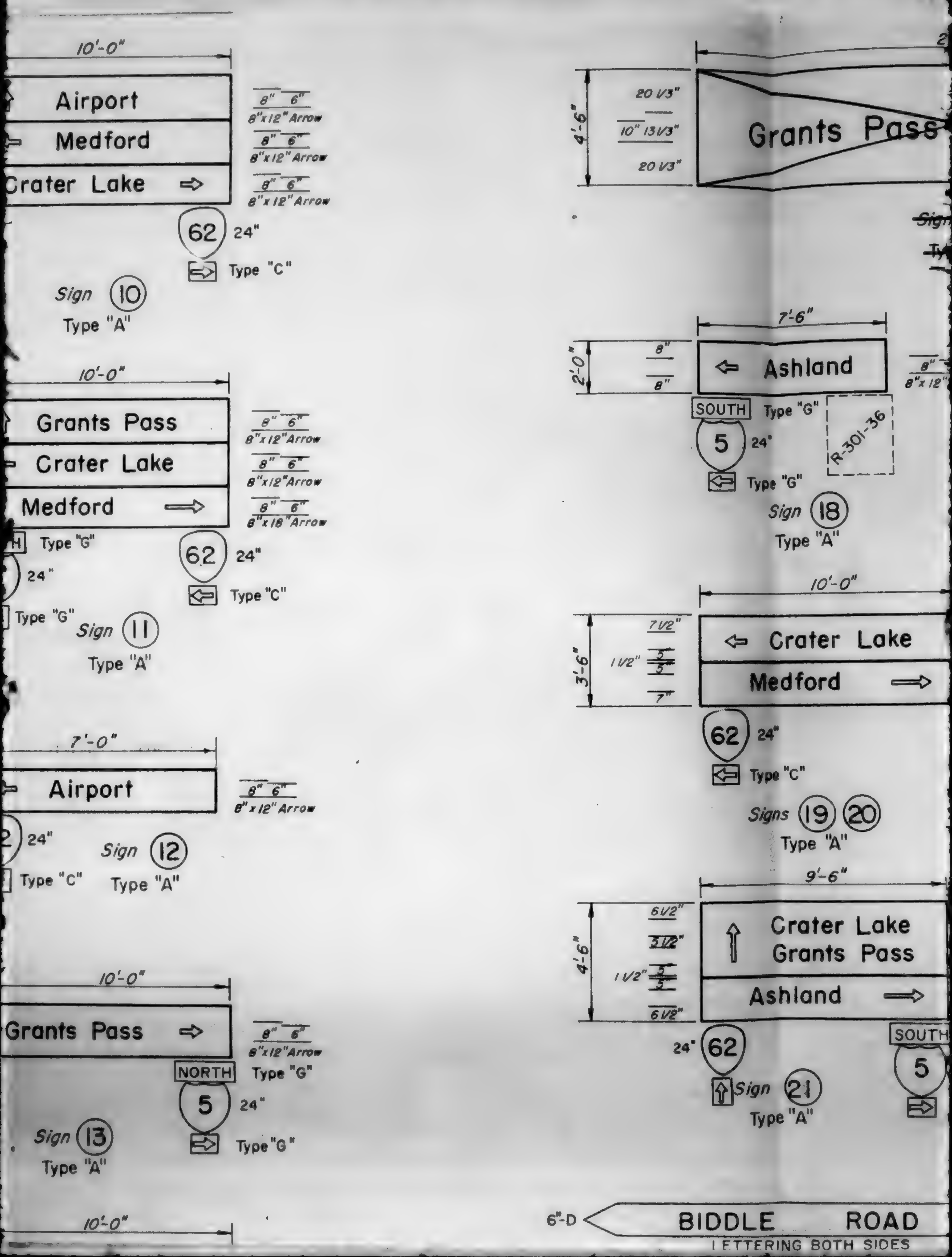
Sign
Type

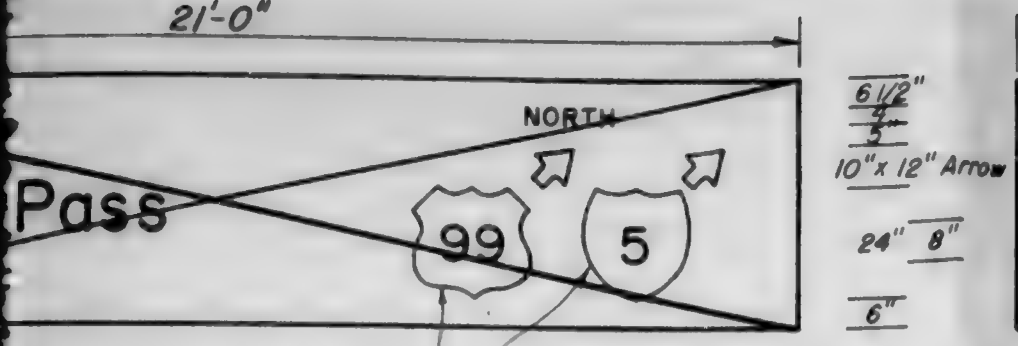

7'-0"
2'-0"
8"
8"
Airpor
62
24"
Type "C"


10'
2'-0"
8"
8"
Grants Pa

Sign ⑬
Type "A"

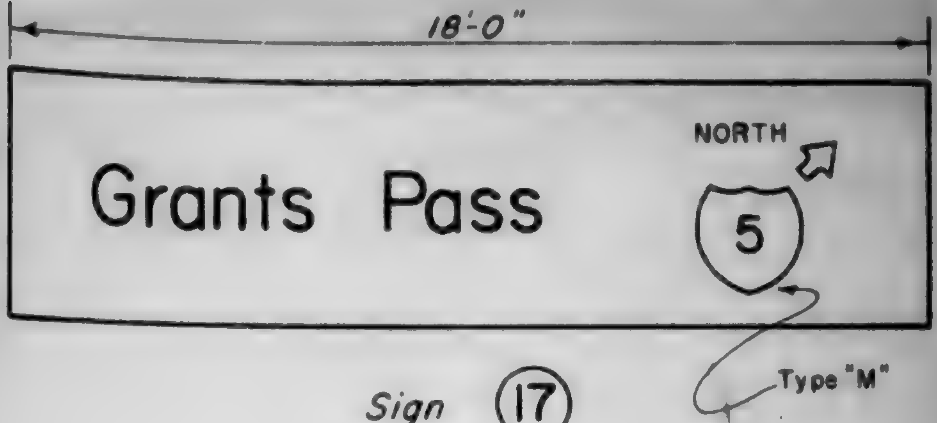
10'-0


10'-0"
Airport
Medford
Crater Lake
8" 6"
8"x12" Arrow
8" 6"
8"x12" Arrow
8" 6"
8"x12" Arrow
62
24"
Type "C"
Sign 10
Type "A"
10'-0"
Grants Pass
Crater Lake
Medford
8" 6"
8"x12" Arrow
8" 6"
8"x12" Arrow
8" 6"
8"x18" Arrow
H
Type "G"
24"
Type "G"
62
24"
Type "C"
Sign 11
Type "A"
7'-0"
Airport
8" 6"
8"x12" Arrow
2
24"
Sign 12
Type "C"
Type "A"
10'-0"
Grants Pass
8" 6"
8"x12" Arrow
NORTH
5
Type "G"
24"
Sign 13
Type "G"
Type "A"
10'-0"
2
4'-6"
20 1/3"
10" 13 1/3"
20 1/3"
Grants Pass
Sign
Ty
7'-6"
2'-0"
8"
8"
Ashland
8"
8"x12
SOUTH
5
Type "G"
24"
R-301-36
Type "G"
Sign 18
Type "A"
10'-0"
3'-6"
7 1/2"
1 1/2"
5"
5"
7"
Crater Lake
Medford
62
24"
Type "C"
Signs 19 20
Type "A"
9'-6"
4'-6"
6 1/2"
5 1/2"
1 1/2"
5"
5"
6 1/2"
Crater Lake
Grants Pass
Ashland
24"
62
SOUTH
5
Sign 21
Type "A"
6"-D
BIDDLE ROAD
LETTERING BOTH SIDES


21'-0"
NORTH
Pass
99
5
6 1/2"
4"
3"
10"x 12" Arrow
24"
8"
6"
"I" Rte. Shd. - Type "M"
"US" Rte. Shd. - Type "R"

~~Sign (17)~~

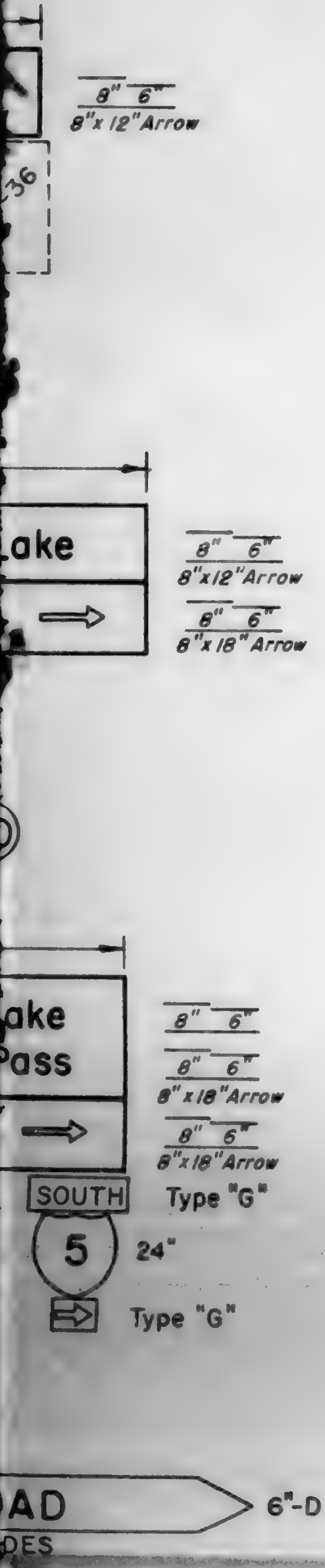
~~Type "A"~~

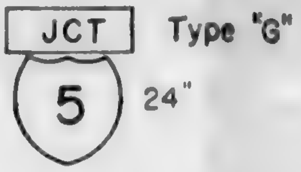

18'-0"
Grants Pass
NORTH
5
Type "M"

Sign (17)

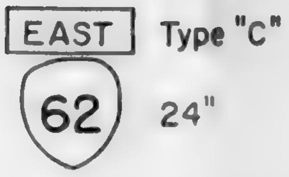
Type "A"

Note:
See original sign for vertical dimensions.

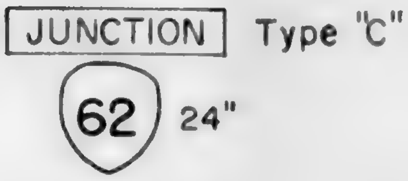

8" 6"
8"x 12" Arrow
36
Lake
8" 6"
8"x12" Arrow
8" 6"
8"x 18" Arrow
Lake
Pass
8" 6"
8" 6"
8"x18" Arrow
8" 6"
8"x18" Arrow
SOUTH
Type "G"
5
24"
Type "G"
OAD
DES
6"-D


JCT
Type "G"
5
24"

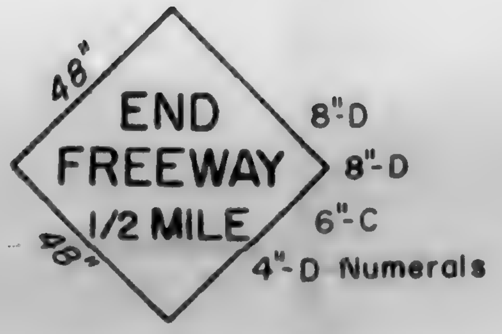
Signs (27) (28)


EAST
Type "C"
62
24"

Sign (29)

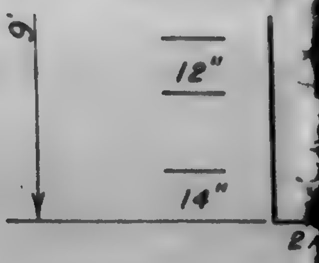

JUNCTION
Type "C"
62
24"

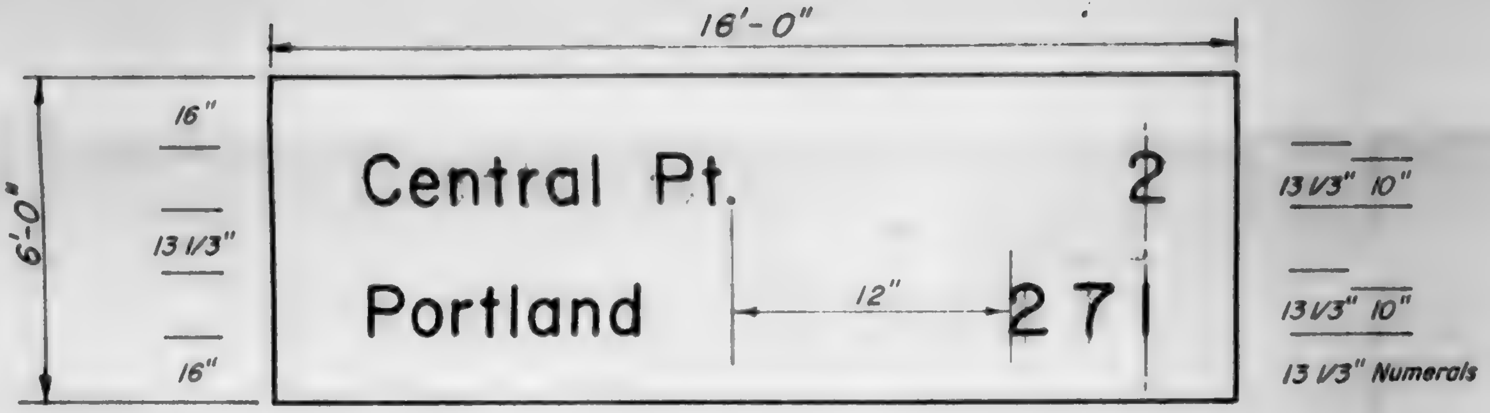
Sign (30)


48"
48"
END
FREEWAY
1/2 MILE
8"-D
8"-D
6"-C
4"-D Numerals

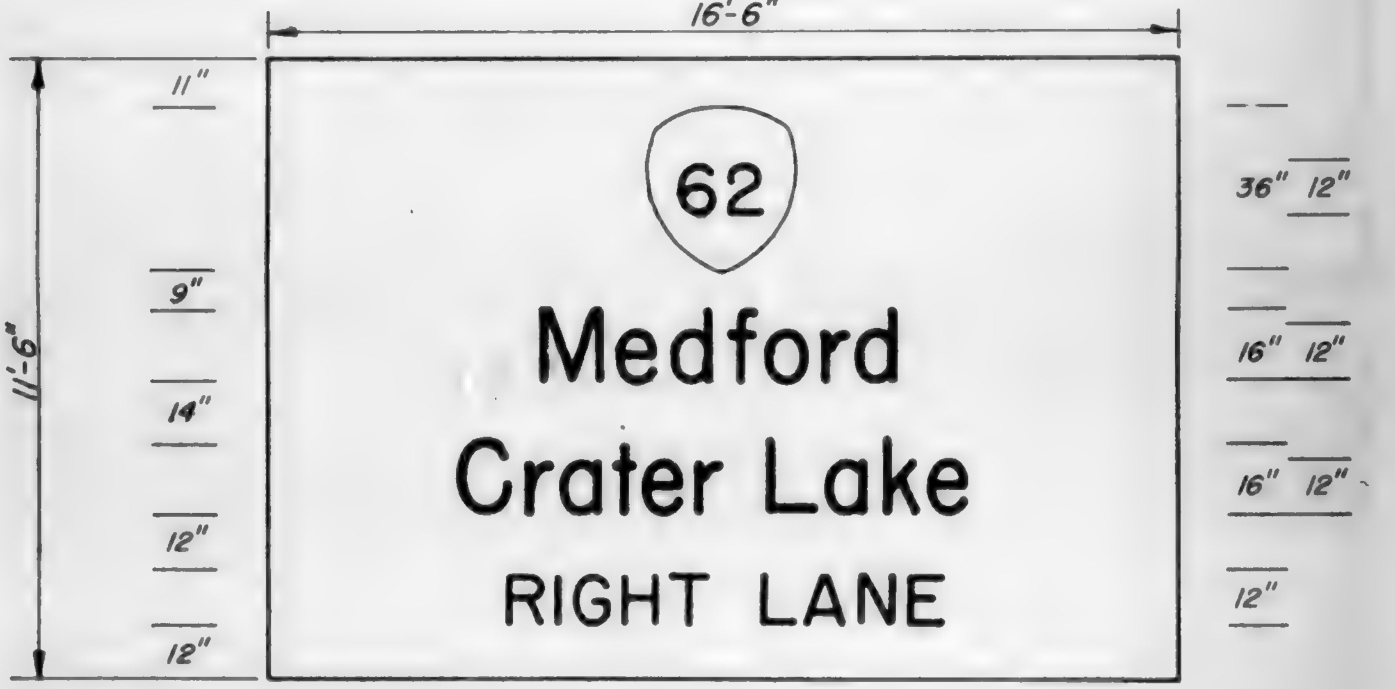
Signs (31) (32)

Type "D"

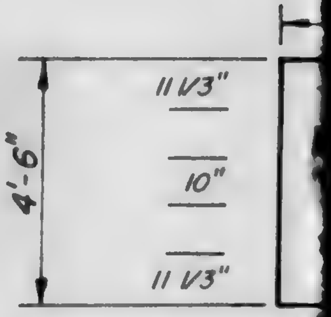


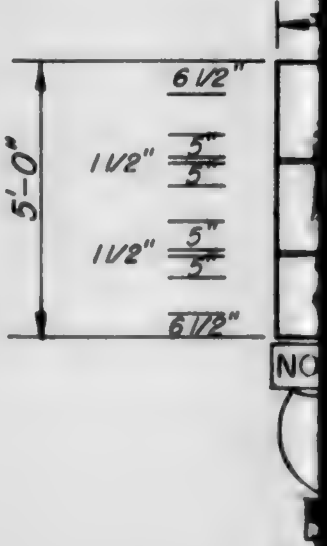

16'-0"
6'-0"
16"
13 1/3"
16"
Central Pt.
2
Portland
12"
27
13 1/3" 10"
13 1/3" 10"
13 1/3" Numerals

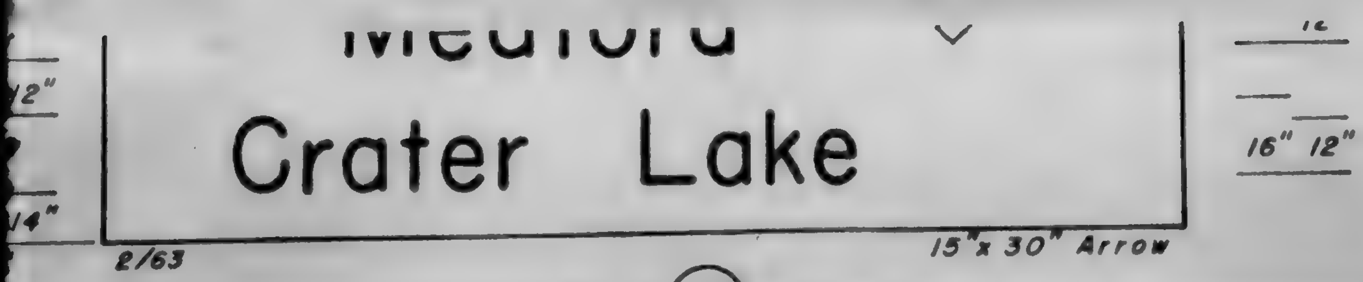
Sign ③
Type "A"


16'-6"
11'-6"
11"
9"
14"
12"
12"
62
Medford
Crater Lake
RIGHT LANE
36" 12"
16" 12"
16" 12"
12"

Sign ④
Type "A"

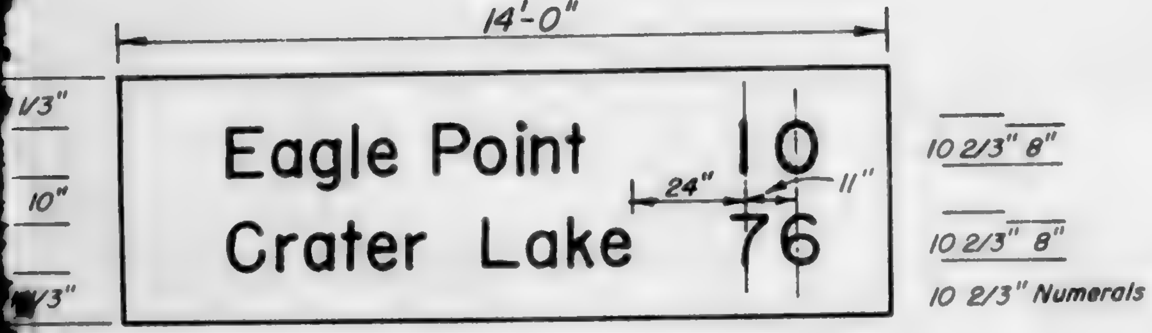

4'-6"
11 1/3"
10"
11 1/3"


5'-0"
6 1/2"
1 1/2" 5" 5"
1 1/2" 5" 5"
6 1/2"
NO

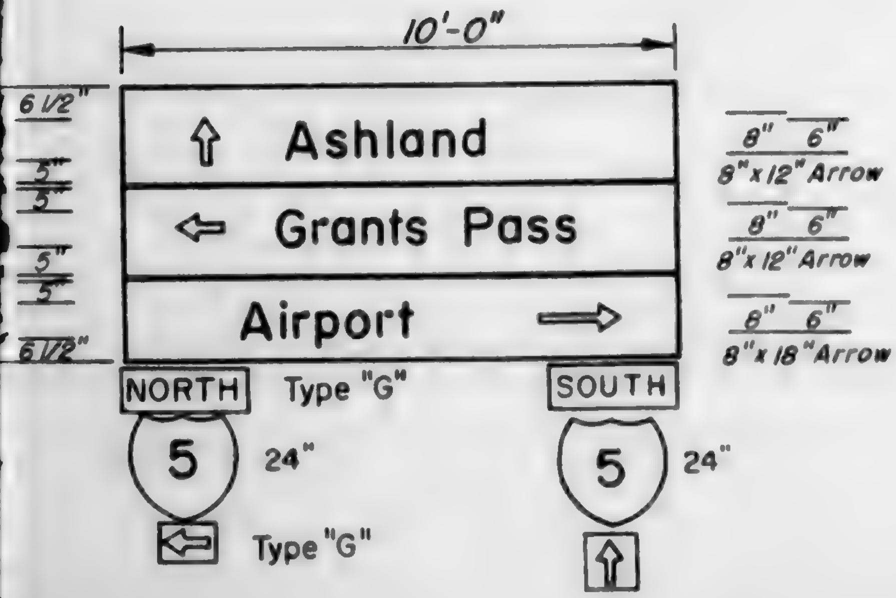

Medford
Crater Lake
12"
14"
12
16" 12"
2/63
15" x 30" Arrow

Sign (40)
Type "A"

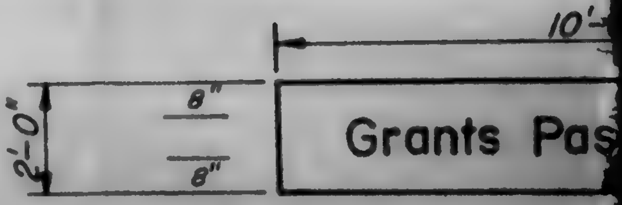
Sign (7) Deleted


14'-0"
Eagle Point 10
Crater Lake 76
1/3"
10"
1/3"
24"
11"
10 2/3" 8"
10 2/3" 8"
10 2/3" Numerals

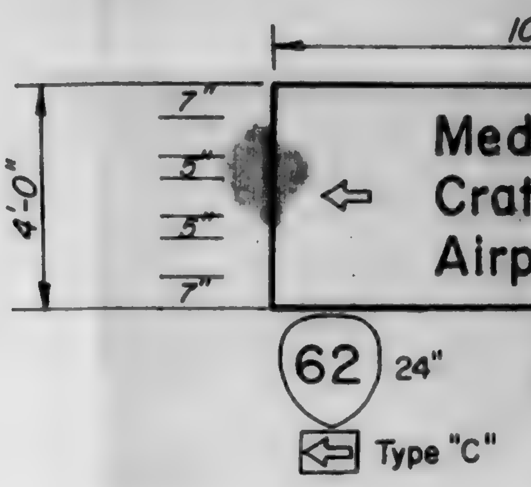
Sign (8)
Type "A"


10'-0"
Ashland
Grants Pass
Airport
6 1/2"
5"
5"
5"
5"
6 1/2"
8" 6"
8" x 12" Arrow
8" 6"
8" x 12" Arrow
8" 6"
8" x 18" Arrow
NORTH
Type "G"
5
24"
Type "G"
SOUTH
5
24"

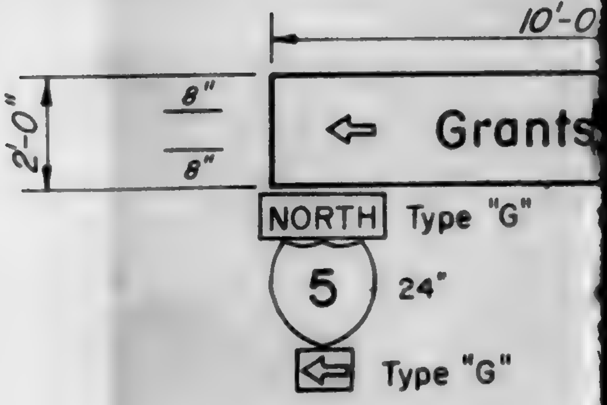
Sign (9)
Type "A"

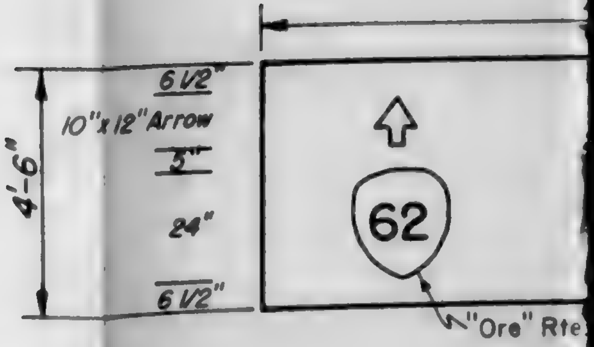

10'-
2'-0"
8"
8"
Grants Pas

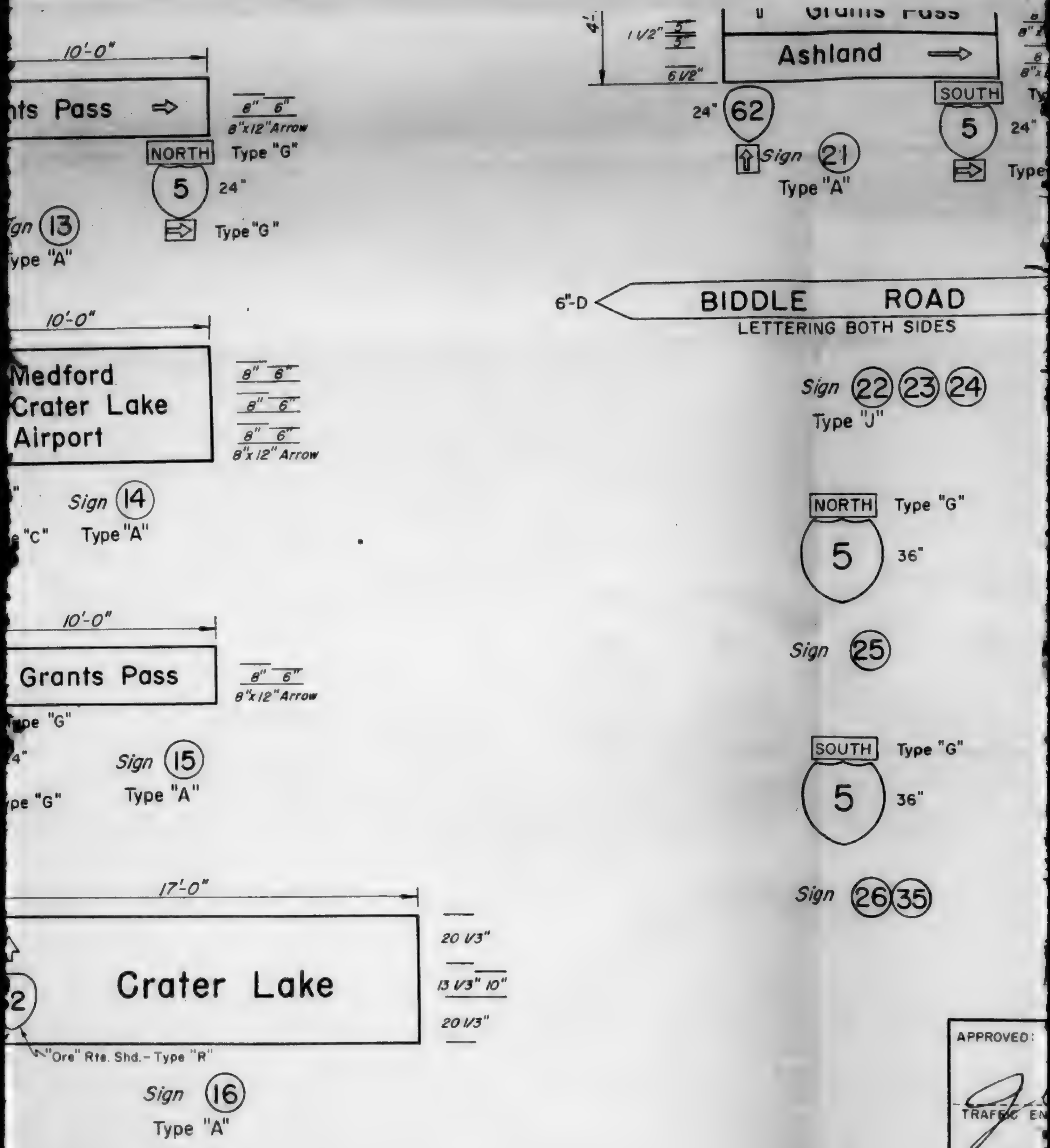
Sign (13)
Type "A"


10'-0"
4'-0"
7"
5"
5"
7"
Medfor
Crater
Airport
62
24"
Type "C"

Sig
Ty


10'-0
2'-0"
8"
8"
Grants
NORTH
Type "G"
5
24"
Type "G"

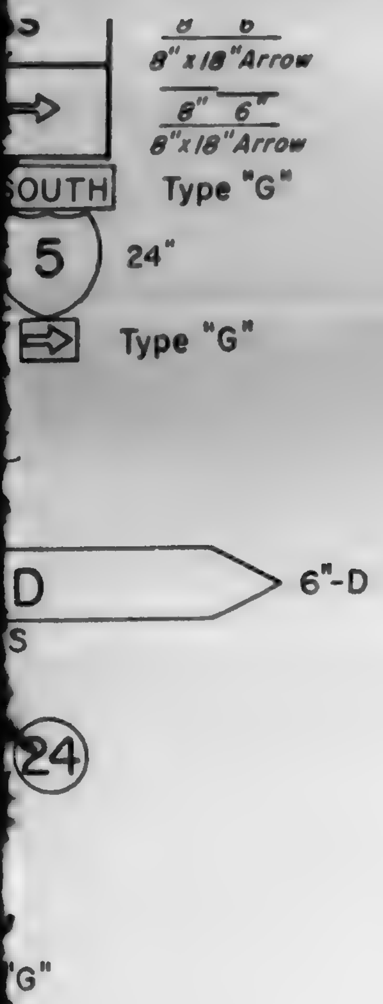

4'-6"
6 1/2"
10" x 12" Arrow
5"
24"
6 1/2"
62
"Ore" Rte

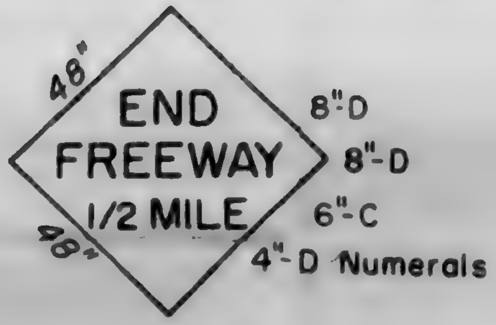

10'-0"
nts Pass
8" 6"
8"x12" Arrow
Type "G"
NORTH
5
24"
Type "G"
gn 13
ype "A"
10'-0"
Medford
Crater Lake
Airport
8" 6"
8" 6"
8" 6"
8"x12" Arrow
"
Sign 14
e "C"
Type "A"
10'-0"
Grants Pass
8" 6"
8"x12" Arrow
ype "G"
4"
Sign 15
Type "A"
ype "G"
17'-0"
Crater Lake
2
20 1/3"
13 1/3" 10"
20 1/3"
"Ore" Rte. Shd. - Type "R"
Sign 16
Type "A"
4'
1 1/2"
5
3
6 1/2"
Grants Pass
Ashland
24"
62
Sign 21
Type "A"
SOUTH
5
24"
Type
8"
8"x
8"
8"x
Ty
6"-D
BIDDLE ROAD
LETTERING BOTH SIDES
Sign 22 23 24
Type "J"
NORTH
Type "G"
5
36"
Sign 25
SOUTH
Type "G"
5
36"
Sign 26 35

APPROVED:

TRAFFIC EN

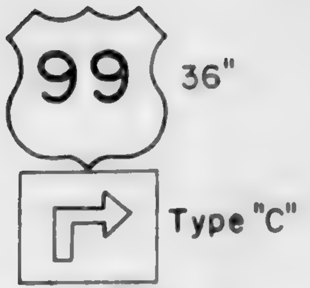
2/63 Added Sign 40
12/62 Revise Sign No's 1,2,4,5,6 & 14 and
add Sign No. 39
6/62 Revise Sign No. 4
1/62 Revise Shields and Sign No. 17


8" 6"
8"x18"Arrow
8" 6"
8"x18"Arrow
SOUTH
Type "G"
5
24"
Type "G"
D
6"-D
S
㉔
"G"

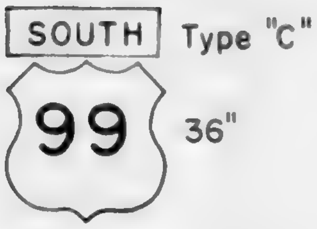

48"
END
FREEWAY
1/2 MILE
48"
8"-D
8"-D
6"-C
4"-D Numerals

Signs ㉛ ㉜

Type "D"



Sign ㉝


SOUTH
Type "C"
99
36"

Sign ㉞

CRATER LAKE INTERCHANGE

Signing Details

APPROVED:

J. A. Head

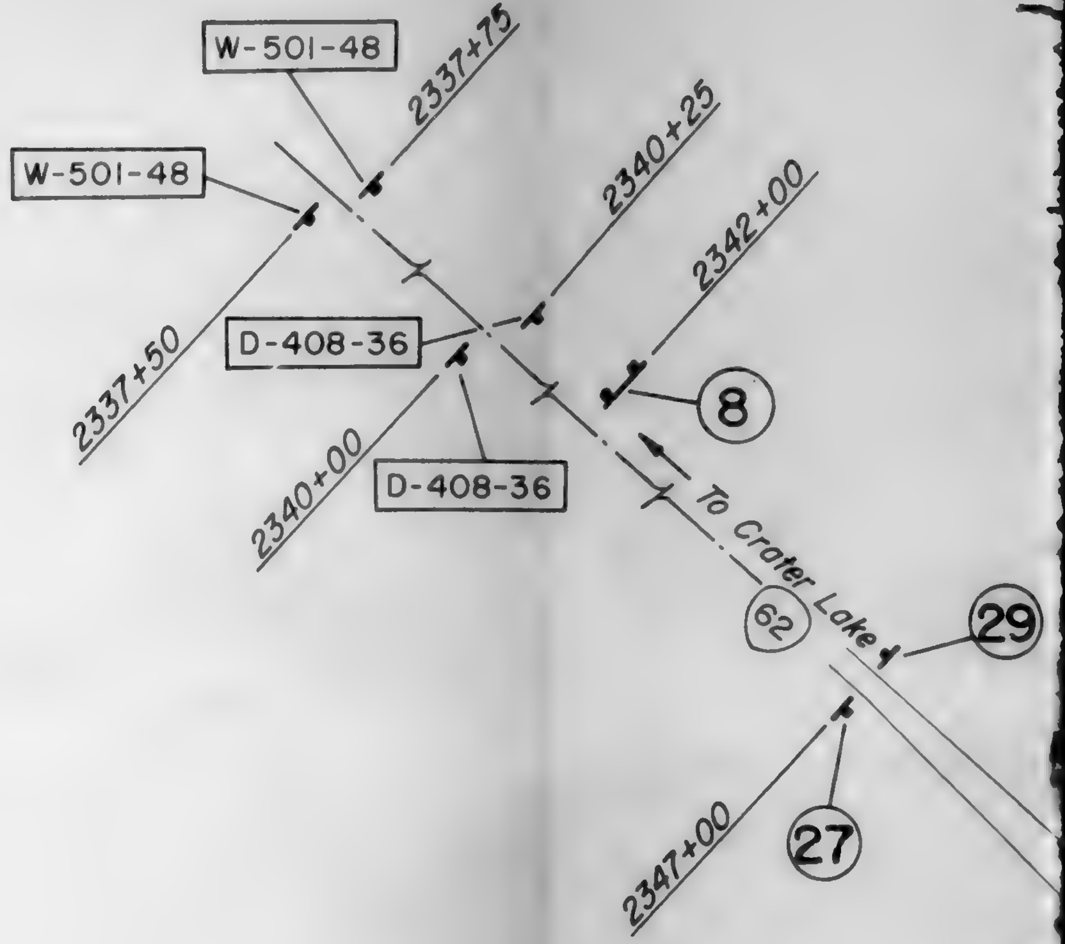
TRAFFIC ENGINEER Asst.

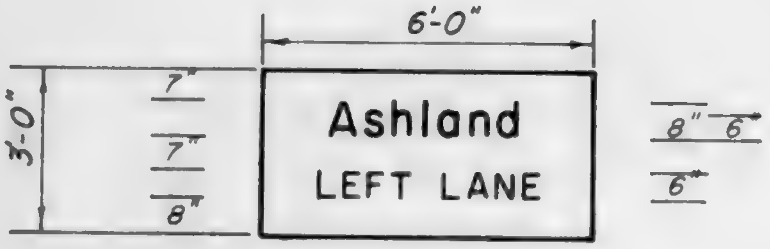
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

SIGNING INSTALLATION
SEVEN OAKS - JACKSON STREET SECTION
PACIFIC HIGHWAY (I5) & (US 99)
JACKSON COUNTY

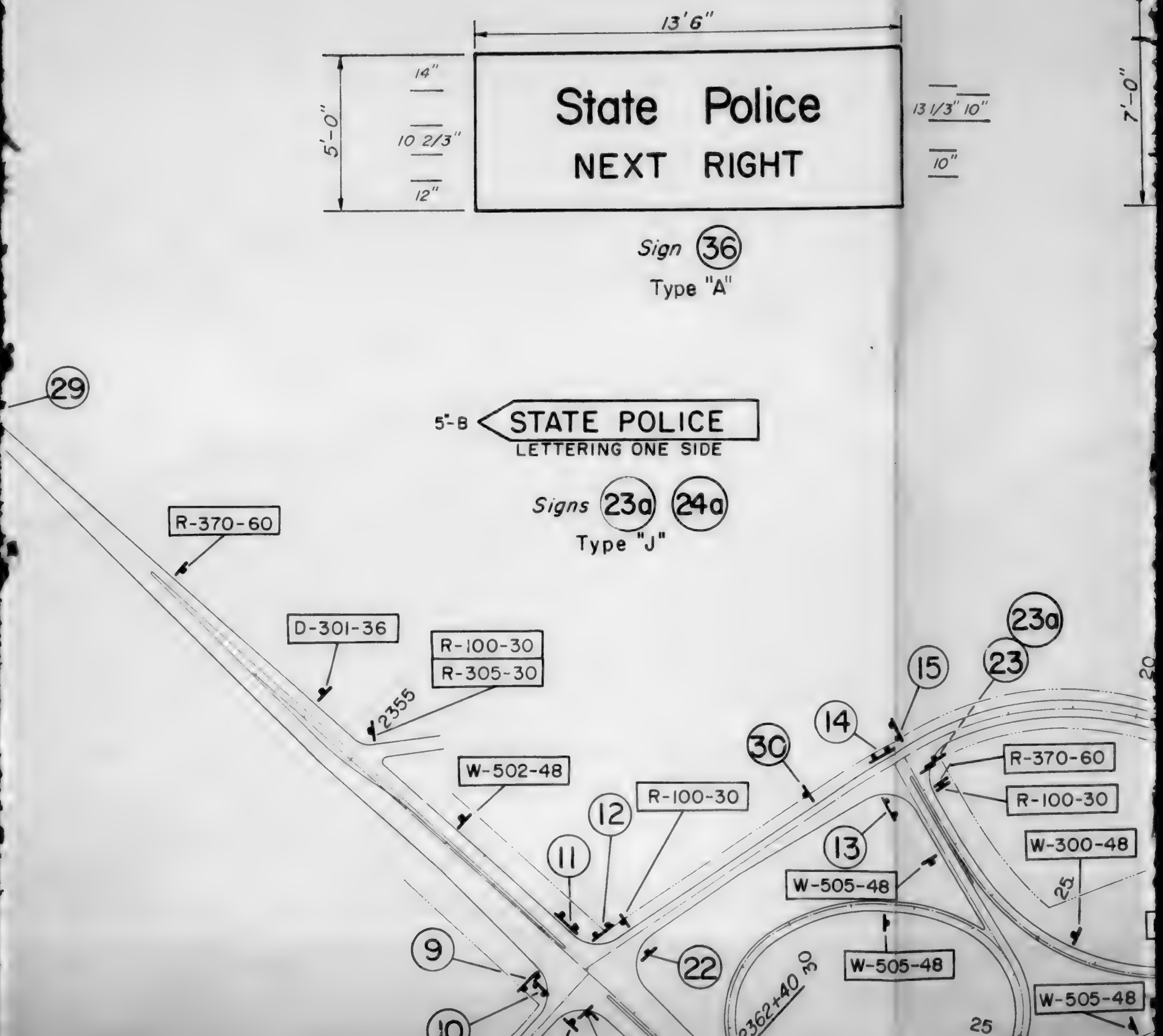
DATE November, 1960

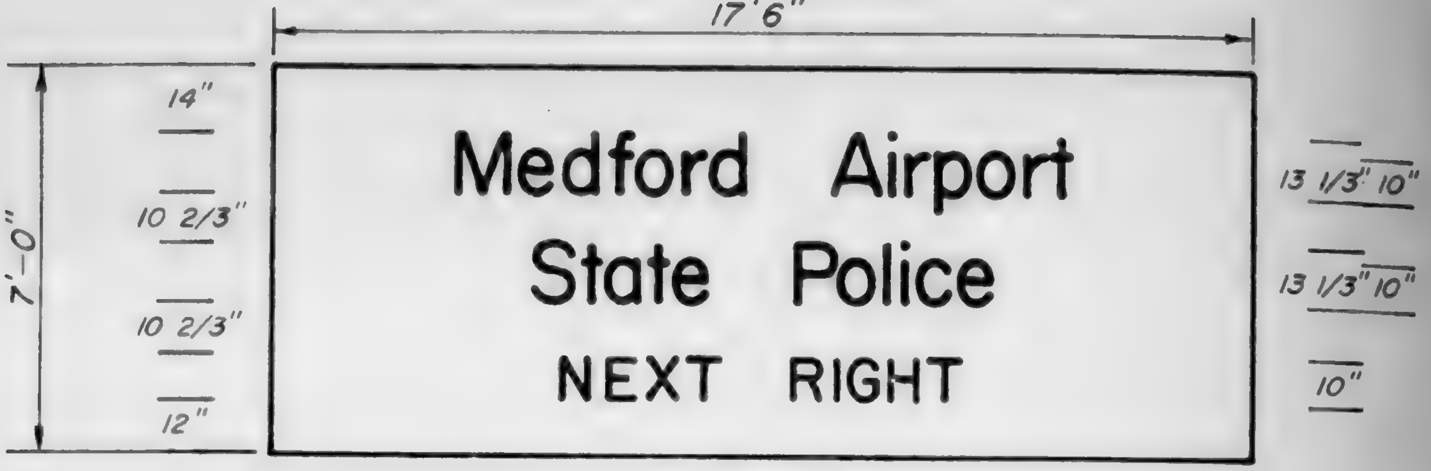
T.E.D. DWG. NO. S135


W-501-48
2337+75
W-501-48
2340+25
2342+00
D-408-36
2337+50
8
2340+00
D-408-36
To Crater Lake
62
29
27
2347+00

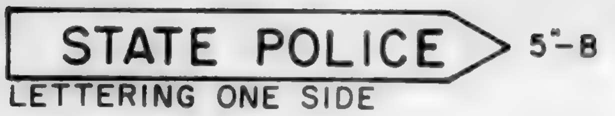

6'-0"
3'-0"
7"
7"
8"
Ashland
LEFT LANE
8"
6
6"

Sign ㊳
Type "A"

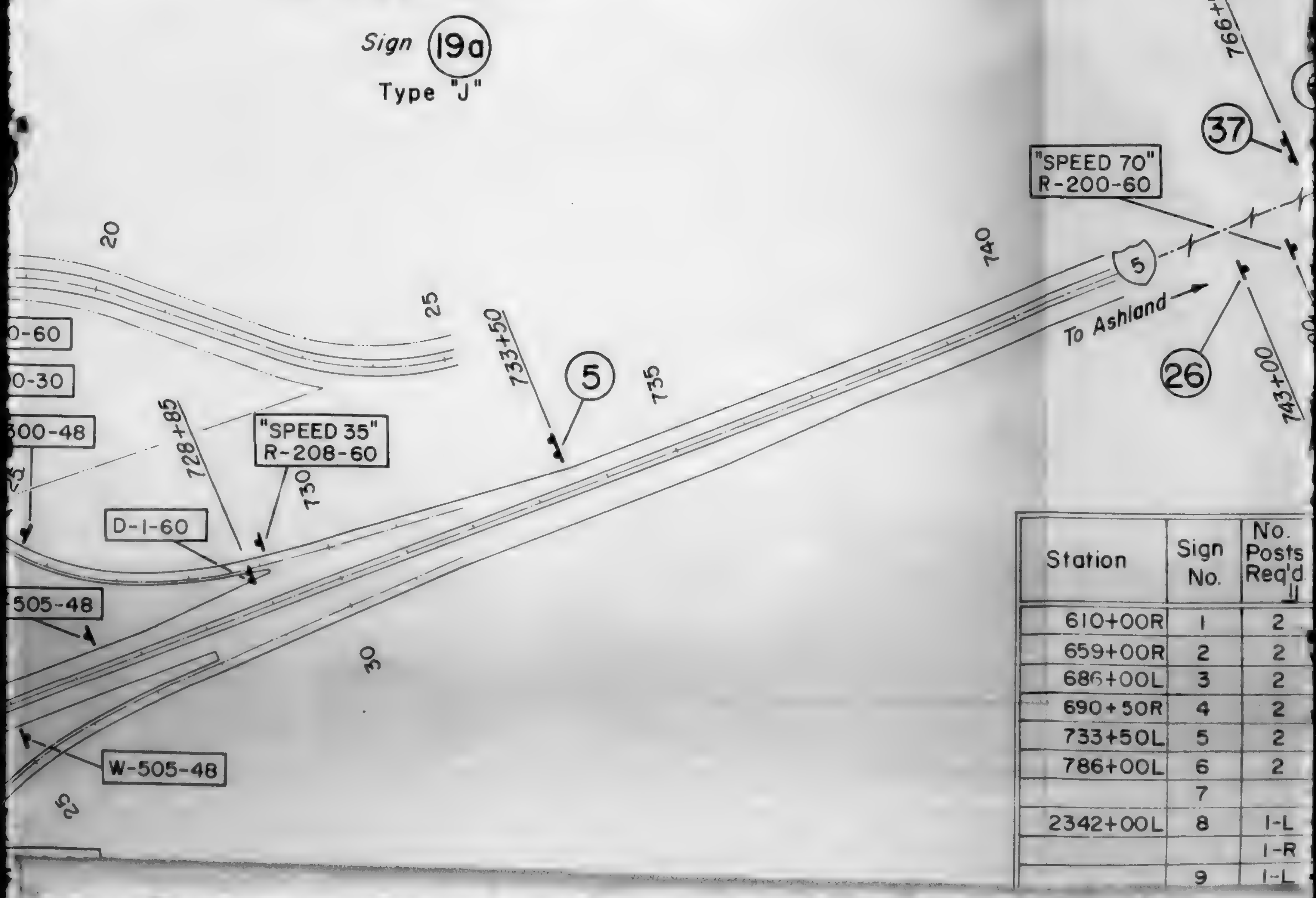

13'6"
5'-0"
14"
10 2/3"
12"
State Police
NEXT RIGHT
13 1/3"
10"
10"
7'-0"
Sign 36
Type "A"
5"-B
STATE POLICE
LETTERING ONE SIDE
Signs 23a 24a
Type "J"
29
R-370-60
D-301-36
R-100-30
R-305-30
2355
W-502-48
11
12
R-100-30
30
14
15
23
23a
R-370-60
R-100-30
13
W-300-48
W-505-48
W-505-48
W-505-48
25
25
25
20
9
10
22
2362+40 30
17
24
24a
R-100-30
16
38
Butterfly Sign Structure
720
2365
20
21
25


17'6"
7'-0"
14"
10 2/3"
10 2/3"
12"
Medford Airport
State Police
NEXT RIGHT
13 1/3" 10"
13 1/3" 10"
10"

Sign (37)
Type "A"

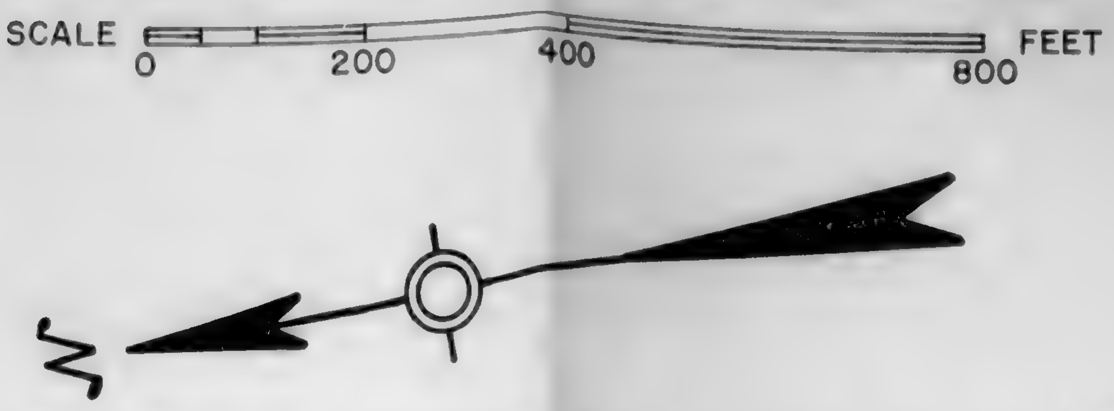

STATE POLICE
5"-B
LETTERING ONE SIDE

Sign (19a)
Type "J"

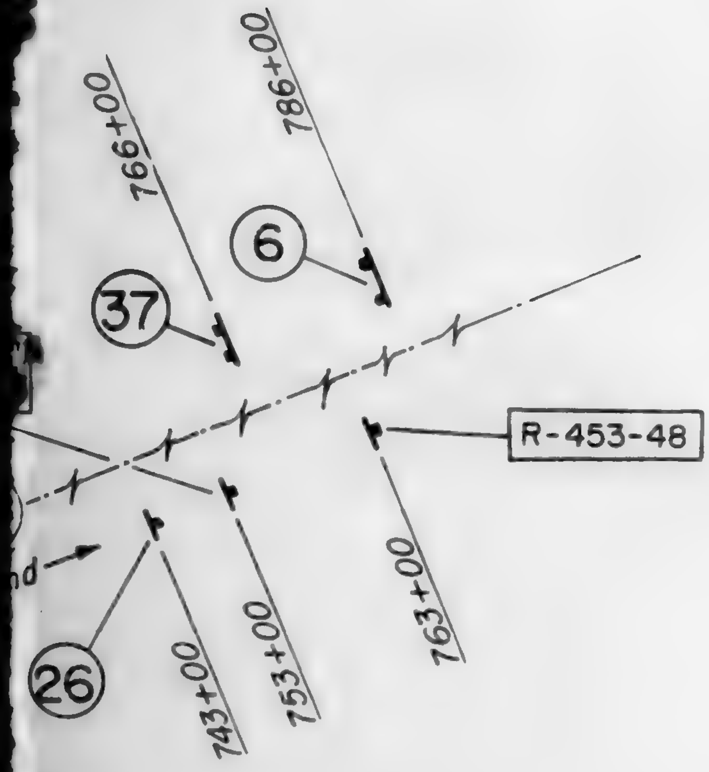

766+00
37
"SPEED 70"
R-200-60
20
740
5
To Ashland
25
733+50
5
735
26
743+00
0-60
0-30
300-48
728+85
"SPEED 35"
R-208-60
730
D-1-60
505-48
30
W-505-48
25

Station	Sign No.	No. Posts Req'd.
610+00R	1	2
659+00R	2	2
686+00L	3	2
690+50R	4	2
733+50L	5	2
786+00L	6	2
	7	
2342+00L	8	1-L
		1-R
	9	1-L

CRATER LAKE INTERCHANGE

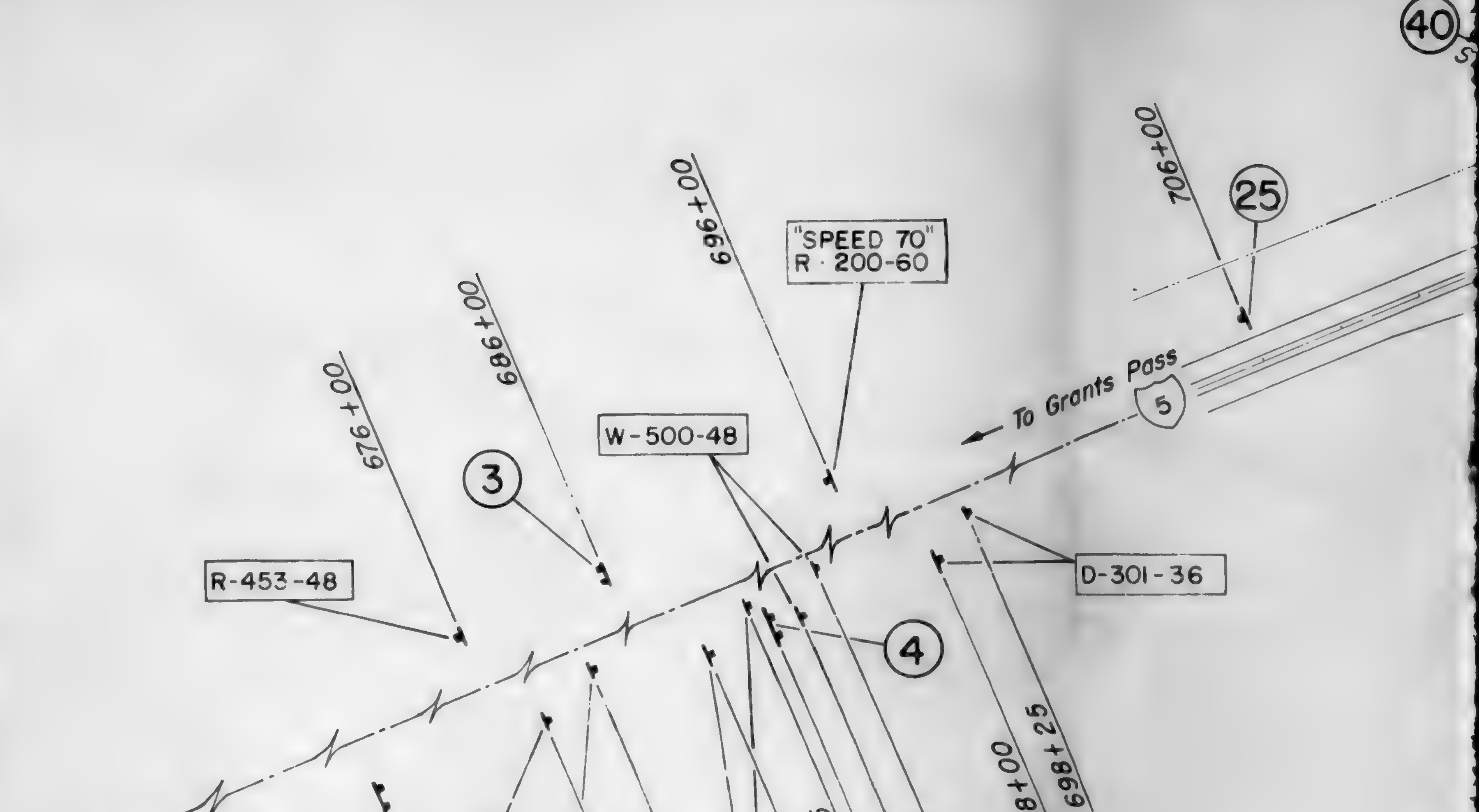

SCALE
0
200
400
800
FEET
N

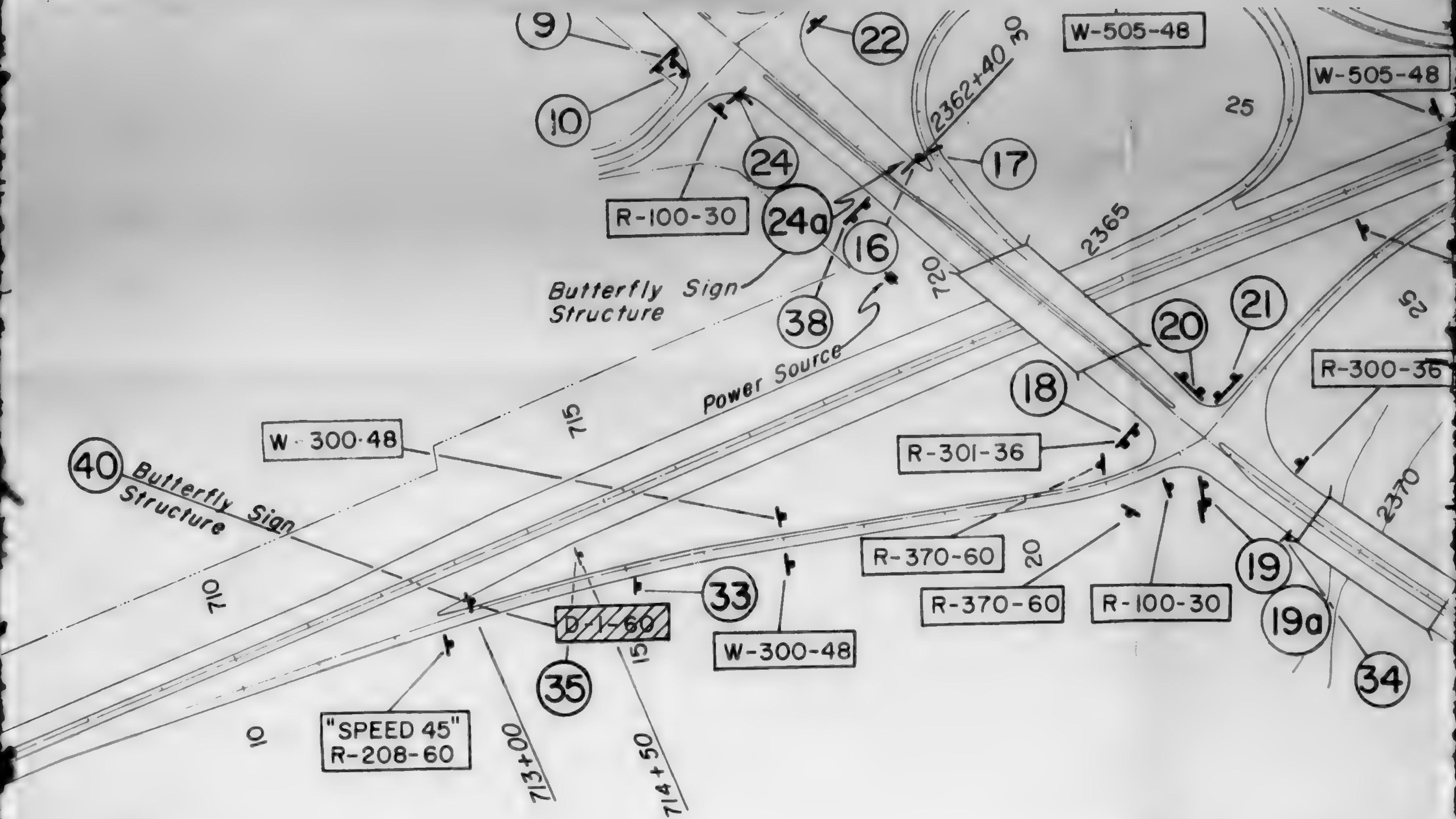
For Signing Details See Drw'g. No. S-135


766+00
786+00
6
37
R-453-48
nd
26
743+00
753+00
763+00

Posts

Sign No.	No. Posts Req'd. 1/	Size and Type	Length	Spacing	Minimum Foundation Depth	Remarks
1	2	8" x 4" B 10 #	18'-6"	6'-8"		Mount Sign 8' Above Elevation of Pavement
2	2	8" x 4" B 10 #	17'-6"	6'-8"		
3	2	8" x 4" B 10 #	12'-0"	9'-8"		
4	2	8" x 4" B 10 #	17'-6"	6'-8"		
5	2	8" x 4" B 10 #	17'-6"	9'-10"		
6	2	8" x 4" B 10 #	18'-6"	9'-10		Mount Sign 8' Above Elevation of Pavement
7						Deleted
8	1-L	8" x 8" Wood S4S	20'-0"	8'-4"	9'-0"	
	1-R	8" x 8" Wood S4S	22'-0"	8'-4"	9'-0"	
9	1-L	6" x 8" Wood S4S	20'-0"	6'-0"	7'-0"	Directional Marker Assembly on Post

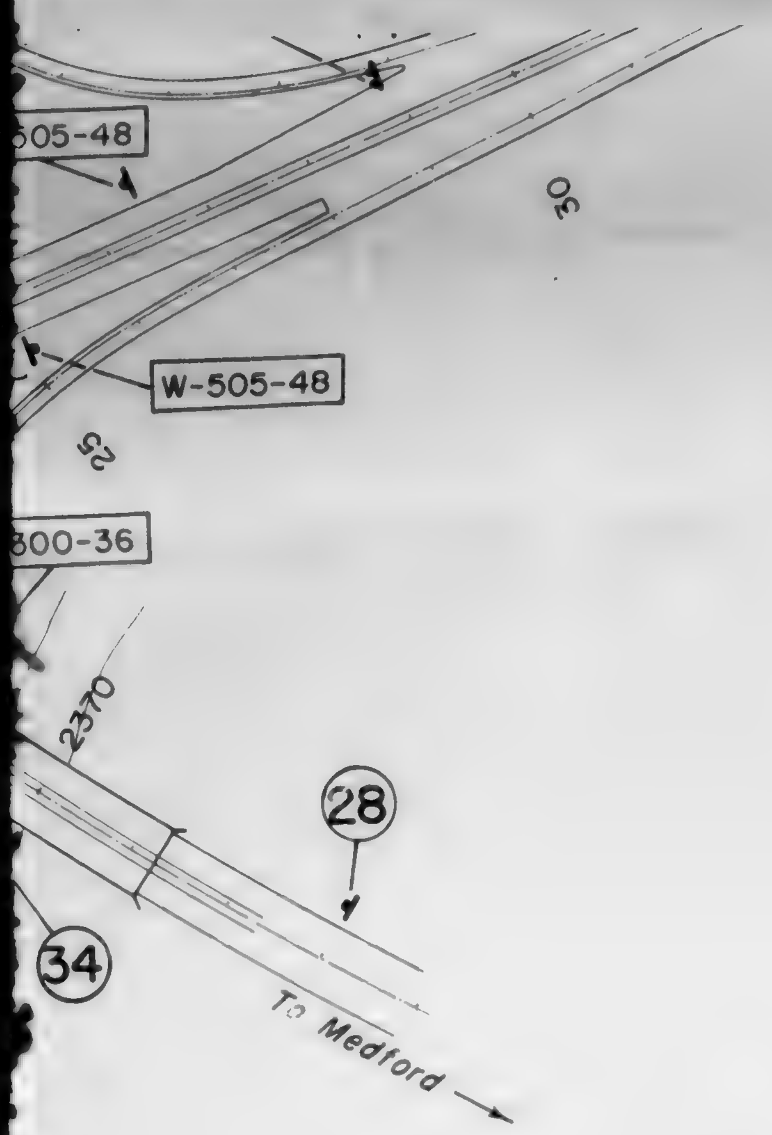

40
25
706+00
696+00
"SPEED 70"
R · 200-60
686+00
676+00
To Grants Pass
5
W-500-48
3
R-453-48
D-301-36
4
698+00
698+25
693+00
693+25
688+25
688+00
690+50
31
32
2
36
1
39
678+00
678+25
659+00
634+50
610+00
602+00
W-502-48


9
10
22
W-505-48
W-505-48
2362+40
30
25
24
17
R-100-30
24a
16
2365
720
Butterfly Sign Structure
38
20
21
25
R-300-36
Power Source
18
715
W-300-48
R-301-36
40
Butterfly Sign Structure
2370
R-370-60
20
710
33
19
R-370-60
R-100-30
19a
D-1-60
15
W-300-48
34
35
"SPEED 45" R-208-60
10
713+00
714+50

Post Stubs

Station	Sign No. & Post Location 1]	Size and Type	Length 2]	Spac
610+00R	1 – L	8"x 8" BP 36#	14'-0"	6 -
	1 – R	8"x 8" BP 36#	16'-0"	6'-
659+00R	2 – L	8"x 8" BP 36#	14'-0"	6'-
	2 – R	8"x 8" BP 36#	16'-6"	6'-
686+00L	3 – L	8"x 8" BP 36#	13'-6"	9'-
	3 – R	8"x 8" BP 36#	17'-6"	9'-
690+50R	4 – L	8"x 8" BP 36#	14'-0"	6'-
	4 – R	8"x 8" BP 36#	14'-0"	6'-
733+50L	5 – L	8"x 8" BP 36#	14'-6"	9'-1
	5 – R	8"x 8" BP 36#	16'-0"	9'-1
786+00L	6 – L	8"x 8" BP 36#	15'-0"	9'-1
	6 – R	8"x 8" BP 36#	17'-0"	9'-1
634+50R	36– L	8"x 8" BP 36#	12'-0"	8
	36– R	8"x 8" BP 36#	14'-0"	8'-
766+00L	37– L	8"x 8" BP 36#	13'-0"	10'-
	37– R	8"x 8" BP 36#	13'-0"	10'-

3] Post Stubs for sign 37 are 1'-0" below pavement



S

th 2]	Spacing	Finished Height Above 3] Pave. Edge	Dist. from Edge of Shoulder to Stub
0"	6 - 8	1'-0"	8'- 0"
0"	6'- 8"	1'-0"	14'- 8"
0"	6'- 8"	1'-0"	8'- 0"
6"	6'- 8'	1'-0"	14'- 8"
6"	9'- 8"	1'-0"	8'- 0"
6"	9'- 8"	1'-0"	17'- 8"
-0"	6'- 8"	1'-0"	8'- 0"
-0"	6'- 8"	1'-0"	14'- 8"
-6"	9'-10"	1'-0"	8'- 0"
-0"	9'-10	1'-0"	17'-10"
-0"	9'-10"	1'-0"	8'- 0"
-0"	9'-10"	1'-0"	17'-10"
-0"	8 - 0"	0'-0"	8'- 0"
-0"	8'- 0"	0'-0"	16'- 0"
-0"	10'- 6"	- 1'-0"	8'- 0"
-0"	10'- 6"	-- 1'-0"	18'- 6"

w pavement edge

	No.	Req 1]
610+00R	1	2
659+00R	2	2
686+00L	3	2
690+50R	4	2
733+50L	5	2
786+00L	6	2
	7	
2342+00L	8	1-L
		1-R
	9	1-L
		1-R
	10	2
	11	2
	12	2
	13	2
	14	2
	15	2
2362+40	16 & 17	
	18	1-L
		1 R
	19	1-L
		1-R
	20	2
	21	2
	22	
	23	
	24	
728+85L	D-1-60	2
634+50	36	2
766+00	37	2
	38	2
602+00R	39	2
713+00R	40	

1] Location of st

2] Length include

7/62 Added

6/62 Reloca

3/62 Delete

1/62 Added

APPROVED:

TRAFFIC ENGI

No.	Req'd.				Depth	
1	2	8"x 4" B 10#	18'-6"	6'-8"		Mount Sign 8' Above Elevation of Pavement
2	2	8"x 4" B 10#	17'-6"	6'-8"		
3	2	8"x 4" B 10#	12'-0"	9'-8"		
4	2	8"x 4" B 10#	17'-6"	6'-8"		
5	2	8"x 4" B 10#	17'-6"	9'-10"		
6	2	8"x 4" B 10#	18'-6"	9'-10		Mount Sign 8' Above Elevation of Pavement
7						Deleted
8	1-L	8"x 8" Wood S4S	20'-0"	8'-4"	9'-0"	
	1-R	8"x 8" Wood S4S	22'-0"	8'-4"	9'-0"	
9	1-L	6"x 8" Wood S4S	20'-0"	6'-0"	7'-0"	Directional Marker Assembly on Post
	1-R	6"x 8" Wood S4S	22'-0"	6'-0"	7'-0"	
10	2	6"x 8" Wood S4S	20'-0"	6'-0"	7'-0"	Directional Marker Assembly on Right Post
11	2	6"x 8" Wood S4S	20'-0"	6'-0"	7'-0"	Directional Marker Assembly on Each Post
12	2	4"x 6" Wood S4S	16'-0"	4'-4"	4'-0"	Directional Marker Assembly on Left Post
13	2	4"x 6" Wood S4S	16'-0"	6'-0"	4'-0"	Directional Marker Assembly on Right Post
14	2	6"x 8" Wood S4S	20'-0"	6'-0"	6'-0"	Directional Marker Assembly on Left Post
15	2	4"x 6" Wood S4S	16'-0"	6-0"	4'-0"	Directional Marker Assembly on Left Post
16 & 17						Mount on Butterfly Sign Structure
18	1-L	4"x 6" Wood S4S	16'-0"	4'-6"	4'-0"	Directional Marker Assembly on Post
	1 R	4"x 6" Wood S4S	16'-0"	4'-6"	4'-0"	Regulatory Sign on Post
19	1-L	6"x 6" Wood S4S	18'-0"	6'-0"	6'-0"	Directional Marker Assembly on Post
	1-R	6"x 6" Wood S4S	20'-0"	6'-0"	6'-0"	
20	2	6"x 6" Wood S4S	20'-0"	6'-0"	6'-0"	Directional Marker Assembly on Left Post
21	2	6"x 8" Wood S4S	22'-0"	5'-8"	7'-0"	Directional Marker Assembly on Right Post
22		4"x 4" Wood S4S	12'-0"		4'-0"	
23		4"x 4" Wood S4S	12'-0'		4'-0"	
24		4"x 4" Wood S4S	12'-0"		4'-0"	
D-1-60	2	6"x 8" Wood S4S	20'-0"	3'-8"	7'-0"	
36	2	8"x 4" B 10#	12'-0"	8'-0"		
37	2	8"x 4" B 10#	15'-0"	10'-6"		
38	2	4"x 6" Wood S4S	16'-0"	3'-8"	4'-0"	
39	2	8"x8" Wood S4S	24'-0"	8'-8"	9'-0"	
40						Mount on Butterfly Sign Str.

cation of stub or post as facing the sign face

ngth includes 2'-0" allowance for fresh heading, etc.

7/62 Added Signs No. 36, 37, 38, 19a, 23a & 24a

6/62 Relocated and Revised Sign No. 4

3/62 Deleted "YIELD RIGHT-OF-WAY" Signs

1/62 Added Sign No. 35

2/63 Added Sign No. 40 & Delete D-1-60

12/62 Added Sign No. 39 & changed post data

APPROVED:

TRAFFIC ENGINEER -Asst.

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

SIGNING INSTALLATION
SEVEN OAKS - JACKSON STREET SECTION
PACIFIC HIGHWAY (I5) & (US 99)
JACKSON COUNTY

DATE November, 1960

T.E.D. DWG. NO. S-134 RR

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON

January 23, 1963

Mr. J. Al Head
Assistant Traffic Engineer
Oregon State Highway Department
Salem, Oregon

Dear Al:

Attached are Thermofax copies of information that we obtained from the Weather Bureau at the airport on fog conditions. This information was obtained for the calendar year 1962 and in all cases was for conditions where visibility was one quarter of a mile or less.

The 3rd page is a summary of each month of 1962 indicating the number of hours during each month that the visibility was one-half mile or less.

We are sorry that we did not get this to you earlier, but we had to send one of our personnel to the airport and take this information from the records, as the Weather Bureau had not segregated this information.

Very truly yours,

Vernon Thorpe
Public Works Director

VT:ms

Attachments

Cross between
sign Div. Standard
Br. Div. Design
Double Mast-arm Butterfly -
$4000.00
George to Head
1-24-63
c.ll

NOTED
TRAFFIC CONTROL
ENGR.

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JAN 24 1963
TRAFFIC ENGINEERING

Fog & Smoke, visibility Conditions
1/22/63
State Hi-way apt.

1 2
Exhibit 1

	MONTH	DAY	Weather Condition	Visibility
1962	January	1st	Fog & Smoke	1/4 mile or Less
	"	2	" " " , Drizzle	" " " "
	"	4	Fog & Smoke	" " " "
	"	6th & 7th	" " "	" " " "
	"	10th	Fog & Drizzle	" " " "
	"	19th	Fog, Snow, Smoke	" " " "
	"	26th	Fog & Smoke	" " " "
	"	27	" " "	" " " "
	"	28	" " "	" " " "
	"	29	Fog & Drizzle	" " " "
	"	30	Fog & Smoke	" " " "
	"	31	" " "	" " " "
1962	Feb	Day	Weather Condition	Visibility
	"	1st	Fog & Smoke	1/4 mile or Less
	"	5	Fog	
	"	10th thru 12th	Fog & Smoke	" " " "
	"	14	Fog	" " " "
	"	21 & 22nd	Fog & Smoke	" " " "
1962	March	Day	Weather Condition	Visibility
	"	2nd & 3rd	Fog	1/4 mile or Less
	"	16th	Fog	" " " "
1962	April	Day	Weather Condition	Visibility
			Clear- Entire month	
1962	May	Day	Weather Condition	Visibility
	"	8th	Fog & Rain	1/4 mile or Less
			Weather Condition	
1962	June July Aug Sept		Clear - -Clear-	

Fog & Smoke - Visibility Conditions.

State Hi-way Dept

2 2 [illegible]

	Month	Day	Weather Condition	Visibility
1962	Oct	15	Fog	1/4 mile or less
	"	16	"	" " " "
	"	17	Fog & Smoke	" " " "
	"	19	" " "	" " " "
	"	20	" " "	" " " "
	"	21	" " "	" " " "
	"	22	Fog, Smoke, Drizzle	" " " "
	"	23rd Thru 31st	Fog, & Smoke	" " " "

	Month	Day	Weather Conditions	Visibility
1962	Nov	1st	Fog & Smoke	1/4 mile or less
	"	2nd	" " "	" " " "
	"	6	Fog	" " " "
	"	7	Fog & Smoke	" " " "
	"	13	Fog	" " " "
	"	14	Fog & Smoke	" " "
	"	23	" " "	" " " "
	"	24	Fog, Smoke, Drizzle	" " " "
	"	25	Fog & Smoke	" " " "
	"	29	Fog	" " " "

	Month	Day	Weather Condition	Visibility
1962	Dec.	1	Fog & Smoke	1/4 mile or less
	"	3	Fog	" " " "
	"	4	Fog & Smoke	" " " "
	"	5	" " "	" " " "
	"	6	" " "	" " " "
	"	7	Fog, Smoke, Drizzle	" " " "
	"	8	Fog & Smoke	" " " "
	"	9	" " "	" " " "
	"	10	" " "	" " " "
	"	11	Fog, Smoke, Drizzle	" " " "
	"	12	Fog & Smoke	" " " "
	"	13	" " "	" " " "
	"	14	" " "	" " " "
	"	18-19	" " "	" " " "
	"	20-23	Fog - Smoke, Drizzle.	" " " "
	"	29th	Fog & Smoke	" " " "
	"	31	" " "	" " " "

[illegible]

Visibility Below 1/2 mile

State Hiway Dept.

Normal monthly Expectancy of weather

Below 1/2 mile - visibility horizonal plane

Month		No. of Hrs.	
January	-	46 hrs	Fog
February	-	31 hrs	Fog
March	-	4 hrs	Fog
April	-	3 hrs	Fog
May	-	2 hrs	Fog
June	-	1- hrs	Fog
July	-	0 hrs	
August	-	4 hrs	Fog
Sept	-	1- hrs	Fog
Oct	-	18 hrs	Fog
Nov	-	70 hrs	Fog
Dec	-	95 hrs	Fog

Yearly Total 269 Fog.

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FEB 18 1963
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Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

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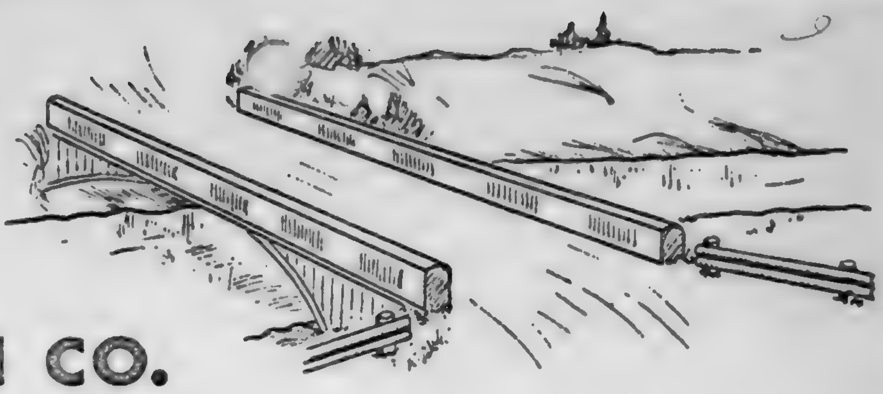
[illegible]



R & M CONSTRUCTION CO.
General Contractors

Phone NOrmandy 4-2543

P. O. BOX ~~426~~ 848 CENTRAL POINT, OREGON

February 13, 1963

7 Oaks Jackson St

Jack McCormick
Ore. State Hiway Dept.
Medford, Oregon

Dear Sir:

On Contract No. 5831 we had some Guard Rail Posts and Medium Posts rejected by your Inspector.

We purchased these posts from J. H. Baxter and Co., and looked to them to replace the rejected posts which they agreed to do on return of same. Looking the rejects over they found that 84 medium posts and 56 guard rail posts had been marked with red paint by the State Inspector, therefore they can not give us credit for them. The fact they had been mutilated by the state we are looking to the state for payment of same. These posts may be picked up at the J. H. Baxter & Co. yard in Eugene.

We would like to know in what manner you would like them billed.

May we expect a answer from you by March 1st as we would like to get our account credited to J. H. Baxter & Co. by March 10, 1963.

Yours truly
R & M CONSTRUCTION CO.

John E. Robison, Partner

JER/pw
cc: Oregon State Hiway Dept.
Salem, Oregon
cc: Peter Kiewit & Sons'
490 E. Main
Medford, Oregon
cc: J. H. Baxter & CO.
541 Pittock Block
Portland 5, Oregon

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FEB 15 1963
OREGON
STATE HIGHWAY [illegible]

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FEB 15 1963
OREGON
STATE HIGHWAY COMMISSION

original copy To Morgan
2-18-63

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FEB 8 - 1963

FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

[illegible]

February 7, 1963

Mr. Norman P. Barnes
Foress Company
P. O. Box 687
Corvallis, Oregon

Dear Mr. Barnes:

Attached are the working drawings for the latest revisions in the signing for the Seven Oaks-Jackson Street Section, Contract No. 5831. These working drawings have been checked and are approved as noted.

Very truly yours,

Tom Edwards
Assistant State Highway Engineer

By

F. B. Crandall
Traffic Engineer

Attachments
cc: Jack McCormick
Bob Rennells
bc: Tom Edwards ✓
L. R. Chandler

NOTED
TOM EDWARDS

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FEB 7 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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FEB 6 - 1963

FOR FILING

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[illegible]

February 5, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 25 covering storm damage on the Seven Oaks-Jackson Street Section of the Pacific Highway in Jackson County, Contract No. 5831, in connection with Federal-Aid Project No. I-5-1(23)28.

This work is necessary to repair damage done by rainstorm on December 2, 1962. Itemized storm damage report is attached.

This work was verbally recommended for approval by the BPR Area Engineer January 30, 1963. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:mmb
Enc.

9

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JAN 28 1963
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I-5-1(23)28

January 25, 1963

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 24 covering reconstruction of a road approach on the Seven Oaks-Jackson Street Section of the Pacific Highway in Jackson County, Contract No. 5831, in connection with Federal-Aid Project No. I-5-1(23)28.

The necessity for this road approach was determined by final judgment handed down January 10, 1963, Right of Way File No. 31069. This judgment was received after the contractor had completed other grading and he cannot be expected to move back and do the work at contract prices. It is therefore being done under order for extra work.

This work has been approved by the BPR Area and District Engineers.

Due to weather conditions, the paving of this approach is not included in this extra Work Order. It is anticipated that this paving will have to be done at a later date by State forces.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Encs.

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DEC 28 1962
FOR FILING

4831

December 27, 1962

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

re: Completion Erosion Control Work
Seven Oaks-Jackson Street
Pacific Highway
Contract #4831
FAP I-5-1(25)28

Dear Mr. Parsons:

The erosion control work on the subject job, authorized in order for State force work dated March 13, 1961 was completed November 11, 1962.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
L. H. Young
Office Engineer

RAH:lm

cc: Doug Parkes
Landscape
Construction
L. R. Chandler

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JAN 2 1963
FOR FILING

December 21, 1962

Peter Kiewit Sons' Company
405 E. Main
Medford, Oregon

Gentlemen:

The State Highway Commission, at its meeting on December 20, 1962, discussed with the Engineer your request for an extension of time on Contract No. 3831. You requested 32 additional workdays within which to complete the grading, paving, structures and signing on the Seven Oaks-Jackson Street Section of the Pacific Highway in Jackson County, without assessment of liquidated damages.

After considering the report, recommendation of the Engineer, and other available information, the Commission granted you 33 additional workdays, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: L. R. Chandler
Roy Norton
Jack McCormick
F. D. Morgan
L. H. Young
C. M. Nelson
Bureau of Public Roads

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FOR [illegible]

477 Cottage Street N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

December 19, 1962

A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
Acting Division Engineer

Oregon Project I-5-1(23)28
Seven Oaks-Jackson St. Section
Sign Changes

Mr. G. L. Decker's letter dated December 18 requested our concurrence in a revision in the signing plans for the subject project. The changes were outlined on TED Drwgs #S-132, S-134RR & S-135 revised 12/62.

This office concurs in the proposed change; however, Interstate fund participation will be limited to the cost of items involved based on unit bid prices for this contract.

NOTED
LLOYD P. SHAW

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DEC 20 1962
OFFICE OF
STATE HIGHWAY ENGINEER

original To Morgan
12-21-62

NOTED
R. L. PORTER

477 Cottage Street N.E.
Salem, Oregon

December 18, 1962

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.5 Salem, Oregon

By: L. R. Backlund
Administrative Manager

Oregon Project I-5-1(23)28
Seven Oaks-Jackson St. Section
Progress Voucher No. 14
Net amount claimed, $4,691.00

The subject voucher, covering the claim of the Pacific Northwest Bell Telephone Company, has been approved in the reduced amount of $2,182.00. Deduction has been made in accordance with the attached Schedules of Exceptions, Items Nos. 1 through 3.

Total amount of deduction	$2,788.48
Federal aid pro-rata claimed	90%
Net deduction in even dollars	2,509.00

In the event you disagree with the deduction made, it will be necessary to present a reclaim in accordance with Instructional Memorandum 4-1-61.

In connection with the contract work cited under Item No. 3, the following information is submitted:

1. The unit prices for excavation listed on the bid sheet for Peter Kiewit Sons were typed figures for depths of 2 feet to 4 feet, whereas the balance of the unit prices for depths of 4'6" to 15' were penciled figures, with no indication or notation of who submitted the prices.
2. The bid for excavation depth of 2' to 4' ranged from $2.30 to $2.75. The unit price of 4'6" depth is $8.00, an increase of $5.25 for 6" more in depth. The price range from 5' to 15' depth was $8.40 to $29.00, showing a difference in price for each 6" depth of $0.40 to $3.00. No explanation of these discrepancies could be found in the utility's records.

NOTED
LLOYD P. SHAW

RECEIVED
DEC 20 1962
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
with attachments
12-21-62

NOTED
R. L. PORTER

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FORM E-125X 50M 8-62
DEC 19 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

5 [illegible] 1

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 18, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Sign Changes
Seven Oaks-Jackson Street Section
Pacific Highway
Project No. I-5-1(23)28

Dear Mr. Parsons:

Attached are two (2) prints of revised plans for signs on this project. Your approval of the changes is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By

G. L. Decker
Assistant Construction Engineer

CHB:bjh
Attachments

cc: F. B. Crandall
General Files ✓

RECEIVED
DEC 13 1962
FOR FILING

I-[illegible]
5831

December 12, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Your File: 08-35.3

Dear Sir:

Submitted herewith are three sketches of the comparison of traffic, Seven Oaks to Crater Lake Highway, before and after construction of Interstate 5. Traffic is indicated "Before" and "After" construction on a 1962 ADT basis. Estimated 1958 ADT is also indicated, and was based on an Origin-Destination Study conducted in 1958.

Traffic has increased north of Seven Oaks Interchange from 4,900 ADT in 1958 to 6,900 ADT in 1962. This is a 41 per cent increase and is more than would be anticipated for a four-year period. The abnormal increase could be attributed to the Seattle World's Fair.

Directional traffic counts on Interstate 5 indicated that 700 more vehicles per day were traveling southbound than northbound. An explanation for this could be that the motorist is reluctant to go out of his way when traveling northbound at the junction of Riverside Avenue and the Crater Lake Highway to get to Interstate 5. In view of this, an additional 700 vehicles per day may divert to the new highway after construction of Interstate 5 south of the Crater Lake Highway to south of Medford.

Attachments

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc/enc. Forrest Cooper
G. S. Paxson
P. M. Stephenson
R. L. Porter
V. D. Wolfe
F. D. Morgan
L. R. Chandler
F. B. Crandall
Glen Clark

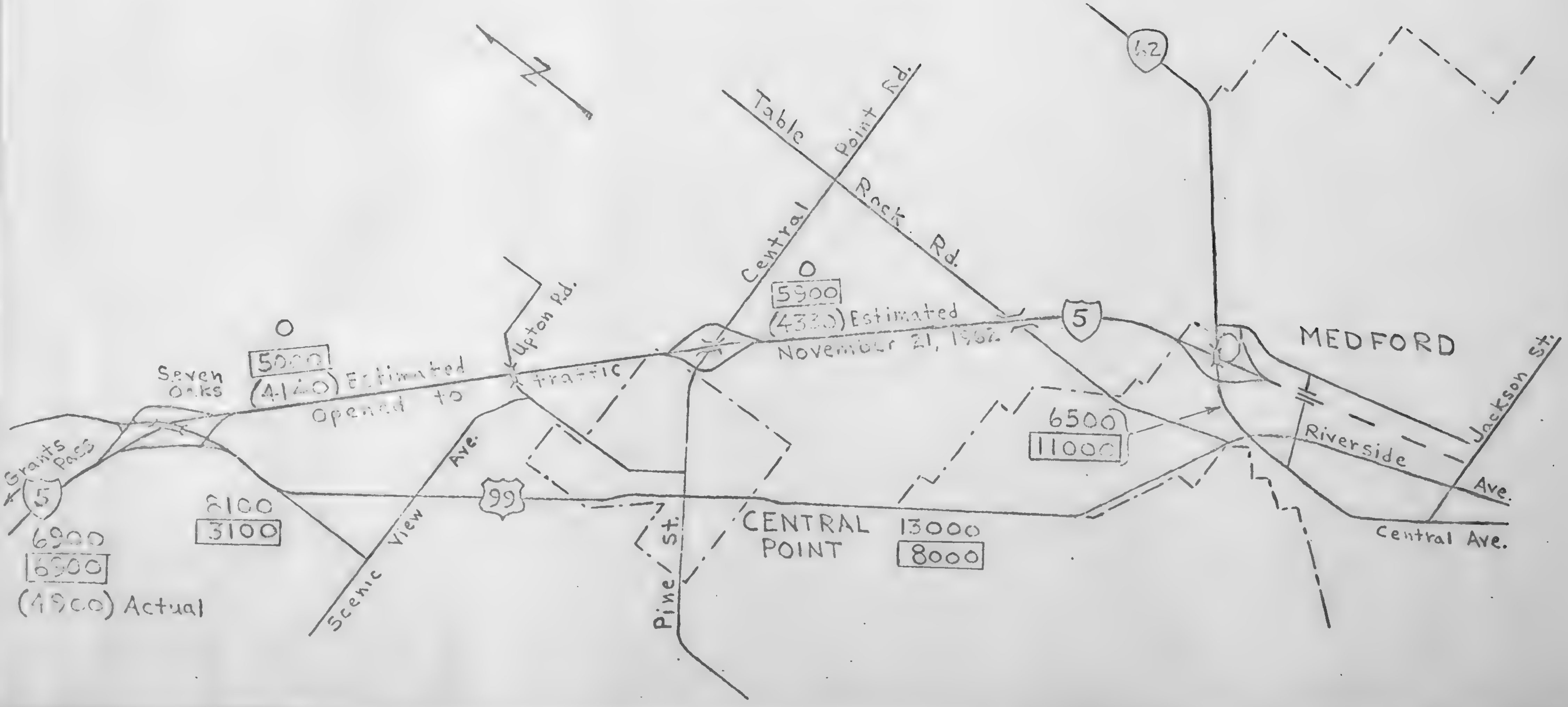
JEG:mp jw (copy to Glenn L. Jackson 12-28-62)

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

COMPARISON OF VEHICULAR TRAFFIC, SEVEN OAKS - JACKSON STREET SECTION, BEFORE AND AFTER CONSTRUCTION OF PACIFIC FREEWAY I 5

000 1962 ADT Before Construction
$\boxed{000}$ 1962 ADT After Construction
(000) 1958 ADT

December, 1962



42
Table Rock Rd.
Central Point Rd.
Upton Rd.
5
MEDFORD
Jackson St.
Riverside Ave.
Central Ave.
Seven Oaks
0
5000
(4140) Estimated
Opened to traffic
0
5900
(4330) Estimated
November 21, 1962
6500
11000
Grants Pass
5
6900
6900
(4900) Actual
8100
3100
Scenic View Ave.
99
Pine St.
CENTRAL POINT
13000
8000

RECEIVED
DEC 12 1962

FOR FILING

[illegible]

[illegible]

December 11, 1962

Oregon State Highway Commission

Gentlemen:

Peter Kiewit Sons' Co., contractor on the Seven Oaks-Jackson Street interstate project in Jackson County, has requested 52 additional days in which to complete his work without the assessment of liquidated damages. This is Contract 5831 and covers grading, paving, structures, and signs. The contractor bases his request on the following reasons:

(1) Bids were opened for this contract on November 1, 1960, but formal award was not made until January 11, 1961, and during this time, 34 possible workdays elapsed. It was anticipated at the time of advertising that a 60-day delay might be encountered, and this was covered by a special provision in the contract. Since it was not possible, however, to award until eight workdays after the 60-day delay, it is recommended that the eight days be allowed for this reason.

(2) Because of much negotiation with the Rogue River Valley Irrigation District, the contractor was delayed nine days during which plans for an irrigation weir had to be revised. Because of this, we recommend an extension of nine days.

(3) A request is made for six days because of the addition of 17,500 cubic yards of top soil to the contract. The job requirements indicate that the contractor did work six days on this item but performed the work during the time of year when no workdays were charged. We recommend no increase for this reason.

(4) Three days are requested because of additions of guardrail that were above the contract quantity. This appears to be a valid reason and we recommend that the three days be granted.

Previously on August 3, the contractor requested an increase of 27 days because an ironworkers' strike held up paving of bridge end panels; however, most of the work on the contract was not delayed because of this strike and from a careful study of the contractor's schedule, we can recommend an increase of 13 days only, for this reason.

In summation, it is recommended that the contractor be granted an additional 33 days without the assessment of liquidated damages. This matter has been presented to the Bureau of Public Roads and has its approval.

The matter will appear on the agenda for the December 20 Highway Commission meeting.

Very truly yours,

G. S. Paxson
Acting State Highway Engineer

cc Mr. Floyd Query
Mr. G. S. Paxson
Mr. R. L. Porter
Mr. Victor D. Wolfe
Mr. C. H. Maison
Mr. L. H. Young
Mr. F. D. Morgan

RLP:ajw

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

TO : Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 27, 1962

T. Dec

FROM : T.Dec, Assistant Division Engineer
Salem, Oregon

08-35.4DB

SUBJECT: Extension of Time, Oregon Project I-5-1(23)28, Seven Oaks-Jackson Street Section, Pacific Highway - Contract No. 5831

For the reasons stated in your letter dated November 19, 1962, we concur with your recommendations that the contract time for completion of the subject project be extended by 33 work days without the assessment of liquidated damages.

[illegible]

RECEIVED
NOV 27 1962
OFFICE OF
STATE HIGHWAY ENGINEER

November 19, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Extension of Time
Seven Oaks-Jackson
Street Section
Pacific Highway
Project No. I-5-1(23)28

Dear Sir:

We have received from Peter Kiewit Sons' Co., contractor on this project, a request for an increase of 52 workdays in which to complete the work without the assessment of liquidated damages. The contractor bases his request on the following items:

(1) The contractor requests that 34 days be granted due to the fact that the contract was not awarded until after the expiration of 34 possible workdays after the opening of bids. Bids were opened on November 1, 1960, and the contract was awarded on January 11, 1961. The Special Provisions for this project allowed a 60-day delay in award of contract, which gives a January 1 deadline. Since the award was not made until January 11, the delay by the State in submitting the contract to Kiewit can be considered cause for an extension of time. There were eight possible workdays between January 1 and January 11, and we recommend an extension of eight days for this reason.

(2) The contractor requests nine days due to nondelivery of revised plans for the Bear Creek Diversion weir. This weir was the subject of considerable negotiation with the Rogue River Valley Irrigation District, and numerous changes in the details of the structure were made. Final plans, revised to satisfy the objections of the District, were delivered to the contractor on January 24. This was nine workdays after

the award of the contract. The Special Provisions for the contract state that the new weir must be constructed without interruption of irrigation which is normally between April 15 and September 25. The grading between McAndrews Road and Jackson Street could not be done until the existing weir was removed, and the channel change made in Bear Creek. This could not be done until the new weir was completed, so it would have been impossible to do a large portion of the grading on this project in 1961 unless the weir was completed prior to April 15, 1961. The contractor worked considerable overtime, including Saturdays and Sundays, and water was diverted through the new weir on April 26, 1961, some 11 days after the contract specified time. This did not cause damage to irrigated crops because of a wet season, so no claim was filed by the District. We recommend an extension of nine workdays for nondelivery of plans.

(3) The contractor requests an extension of six days because of addition of 17,500 cubic yards of topsoil to the contract. The contractor worked six days on this work, but due to the fact that the borrow pit from which he obtained his embankment material was too wet, no workdays were charged during this period. We recommend no increase for this reason.

(4) The contractor requests an increase of three workdays due to addition of guardrail to the contract. Because the guardrail is the last operation to be done and normally cannot be done concurrently with the paving, this is a valid reason for an increase. The guardrail added will require about three days to construct, and we recommend an increase of three days for this reason.

(5) On August 3, the contractor requested an increase of 27 days due to delays caused by belated construction of the impact panels at the bridge ends. This delay was caused by the ironworkers strike, which allowed the mainline paving to proceed but stopped the impact panels. Because of the fact that most of the work continued, we charged workdays through most of the strike. We carefully analyzed the contractor's schedule and can justify an increase of 13 workdays for this reason.

It is our recommendation that the contractor be granted a total of 33 workdays without the assessment of liquidated damages. As of November 9, a total of 238 workdays had been charged; 210 days were originally specified.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

cc Forrest Cooper
F. D. Morgan
L. H. Young
C. H. Maison

CHB:bjh: ajw

FORM E-20 50M 8-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 14, 1962

SUBJECT: Extension of Time
Seven Oaks-Jackson Street Section
Pacific Highway
Contract No. 5831

To: Mr. R. L. Porter
Assistant State Highway Engineer

OFFICE

Attached is a request from Peter Kiewit Sons' Co., contractor on this project, for an increase of 52 workdays without the assessment of liquidated damages. The contractor lists the following reasons to substantiate this request:

1. The contractor requests that 34-days be granted due to the fact that the contract was not awarded until after the expiration of 34 possible workdays after the opening of bids. Bids were opened on November 1, 1960, and the contract was awarded on January 11, 1961. The Special Provisions for this project allowed a 60-day delay in award of contract, which gives a January 1 deadline. Since the award was not made until January 11, the delay by the State in submitting the contract to Kiewit can be considered cause for an extension of time. There were 8 possible workdays between January 1 and January 11, and we recommend an extension of 8-days for this reason.

2. The contractor requests 9-days due to non-delivery of revised plans for the Bear Creek Diversion weir. This weir was the subject of considerable negotiation with the Rogue River Valley Irrigation District, and numerous changes in the details of the structure were made. Final plans, revised to satisfy the objections of the District, were delivered to the contractor on January 24. This was 9 workdays after the award of the contract. The Special Provisions for the contract state that the new weir must be constructed without interruption of irrigation which is normally between April 15 and September 25. The grading between McAndrews Road and Jackson Street could not be done until the existing weir was removed, and the channel change made in Bear Creek. This could not be done until the new weir was completed, so it would have been impossible to do a large portion of the grading on this project in 1961 unless the weir was completed prior to April 15, 1961. The contractor worked considerable overtime, including Saturdays and Sundays, and water was diverted through the new weir on April 26, 1961, some 11-days after the contract specified time. This did not

cause damage to irrigated crops because of a wet season, so no claim was filed by the District. We recommend an extension of 9 workdays for non-delivery of plans.

3. The contractor requests an extension of 6-days because of addition of 17,500 cubic yards of topsoil to the contract. The contractor worked 6-days on this work, but due to the fact that the borrow pit from which he obtained his embankment material was too wet, no workdays were charged during this period. We recommend no increase for this reason.

4. The contractor requests an increase of 3 workdays due to addition of guardrail to the contract. Because the guardrail is the last operation to be done, and normally cannot be done concurrently with the paving, this is a valid reason for an increase. The guardrail added will require about 3-days to construct, and we recommend an increase of 3-days for this reason.

5. On August 3, the contractor requested an increase of 27-days due to delays caused by belated construction of the impact panels at the bridge ends. This delay was caused by the Ironworkers strike, which allowed the mainline paving to proceed, but stopped the impact panels. Because of the fact that most of the work continued, we charged workdays through most of the strike. We carefully analyzed the contractor's schedule and can justify an increase of 13 workdays for this reason.

We, therefore, recommend that a total of 33 additional workdays be granted without the assessment of liquidated damages. This recommendation has been discussed with and concurred in by the District Engineer of the Bureau of Public Roads.

As of November 9, the job had been charged 238 days; 210 were allowed in the contract. It is anticipated that the contract can be completed with little or no overrun in time if this increase is allowed.

Rough drafts to the Bureau of Public Roads and the Commission are attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Field Construction Engineer

CHB:bjh
Attachments

cc: L. H. Young

RECEIVED
NOV 15 1962
OFFICE OF
STATE HIGHWAY ENGINEER

B—320 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

#5

Oregon State Highway Commission
Salem, Oregon

Date September 10, 1962

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 210 days to 262 days, within which to complete our Contract No. 5831, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached description

APPROVED BY HIGHWAY ENGINEER
Dec. 20, 1962 for 33 workdays
Floyd Query

Respectfully submitted,

Peter Kiewit Sons' Co.
Contractor

By R. B. Miller
R. B. Miller, Medford Area Manager

CONSENT OF SURETY

Date September 10, 1962

We, THE ÆTNA CASUALTY AND SURETY COMPANY

Hartford, Connecticut, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J. B. Gibbs
Attorney-in-fact J. B. Gibbs

Paul R. Ratliffe
Resident Agent Paul R. Ratliffe

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5831 Contractor Peter Kiewit Son's Co.

Highway Pacific

Section Seven Oaks - Jackson St.

Kind of Work Grading, Paving, Structures, Signs

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend grant of 33-days due to delay in submitting contract proposal to contractor, delay in providing revised plans for Diversion Weir, addition of guardrail, and results of Ironworkers Strike.

Recommended for Approval:

J. F. Putnam
Division Engineer

FIELD Construction Engineer or Bridge Engineer

ASSISTANT State Highway Engineer

Contract No. 5831
Project designation FA I-5-1(23)28 State-Federal
Date awarded January 11, 1961
Work started November 9, 1960
Per cent completed 98.5% Sept. 14, '62 Date
No. of Workdays Allowed 210
No. of Workdays Used 208
No. of Added Workdays Requested 52

1. Paragraph 1 of the Increase in Time for Performance of Contract of the Additional Special Provisions, which are a part of this contract, states that failure of the State to submit the contract to the contractor for execution within (20) days of the date of receiving bids, shall be considered cause for increasing the number of workdays for the completion of the contract. Bids for this project were received November 1, 1960. The contract was submitted to us on January 11, 1961. Between November 21, 1960 and January 11, 1961 there is a total of 34 possible workdays. It was anticipated that during this increment of time we could perform a considerable amount of work but, due to the fact that the award was delayed, our volume of work had to be curtailed and days of work, even though not workdays as chargeable workdays, should be allowed.

2. On January 19, 1961, we notified Mr. Jack McCormick by letter that we planned to construct the weir during the winter of 1961. Our contract was awarded on January 11, 1961. On January 24, 1961, we received plans to proceed with this construction. For this time a total of 9 workdays is requested. On May 29, 1961, we wrote Mr. Roy Norton, Resident Bridge Engineer, requesting an extension of 9 days due to this delay in plans.

3. On March 23, 1962, we signed Price Agreement No. 9 for hauling and placing approximately 17,500 Cu. Yd. of topsoil material. At this time we discussed with Mr. Jack McCormick the fact that in order to perform this work it would be necessary to use all of our motor scrapers which were on the job on this Price Agreement instead of performing embankment construction. On April 20, 1962 we wrote to Mr. Jack McCormick requesting a time extension of 6 days as this was the amount of time the scrapers were used on Price Agreement No. 9. We feel that 6 days should be allowed on Price Agreement No. 9 due to the above reason.

4. After completion of concrete paving and gravel on shoulders, additional guard rail, which was not shown on the plans, has been added to our contract. 1350 feet of rail has been added between Sta. 650 and 653 on the left and 450 feet on the right in the vicinity of Sta. 729. We request an additional 3 days to install this rail.

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NOV 9 1962

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I 5 [illegible]

5431

ORERGON STATE HIGHWAY
DEPARTMENT

TABULATION
SHEET 1 [illegible]

[illegible] Jackson [illegible]
Pacific Highway
Jackson Co.
Concrete Pavement Cores

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	7-30-62	24	692+50	4' Lt	9"	—	
		25	775+00	9' Lt	8"	3 1/4	
		26	775+00	9' Rt	8 1/8"	—	
[illegible]	7-13-62	20	479+90	SB 4' Lt	9 1/8"	3	
	"	21	535+00	SB 2' Rt	8 3/8"	[illegible]	
	"	22	580+10	SB 2' Lt	8"	none	[illegible]
	"	23	637+00	SB 8' Lt	8"	3 1/2	[illegible]
[illegible]	6-27-62	15	750	SB Rt 4'	8 1/4"	2 1/2	[illegible]
	"	16	718	SB Lt. 3'	8"	3 1/4	[illegible]
	"	17	640	SB Rt 8'	8 1/2"	none	[illegible]
	"	18	555+20	SB Lt 9'	8"	[illegible]	[illegible]
"	"	19	774+95	SB Rt 4'	8 1/4"	4	[illegible]
[illegible]	6-22-62	11	677+20	6' Lt	7 7/8"	none	6-8
"	"	12	708+75	6' Rt	8 1/8"	none	6-11
"	"	13	725+15	3' Lt	8 1/4"	3 1/4"	6-12
"	"	14	777+00	15' Rt	8"	3"	6-13
[illegible]	6-14-62	9	582+85	3' Lt	8 1/2"	2 1/4"	6-5
	"	10	657+25	3' Rt	8 3/8"	3 1/8"	6-7
[illegible]	6-8-62	1	NB 441+20	6' Rt	8 3/8"	5"	5-28-62
	"	2	NB 458+00	6' Lt.	8 1/4"	5 1/4"	5-29-62
	"	3	NB 490+00	3' Rt.	8 3/8"	none	5-31-62
	"	4	NB 533+05	1.5' Lt	8 1/4"	3"	6-1-62
	"	5	NB 544+10	5' Rt	8 1/8"	none	6-4-62
	"	6	NB 434+35	7' Lt.	8 3/8	3 1/8	[illegible]
	"	7	NB 435+06	8' Rt	8 1/4"	none	[illegible]
	"	8	NB 602+00	8' Rt	8 3/8	none	6-6-62

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NOV 2 1962
FOR FILING
5831

FORM E-30X—90M—8-62 43909

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
October 31, 1962

SUBJECT: Temporary Signing Revision
Seven Oaks-Jackson St. Section
Pacific Hwy. No. 1
Contract No. 5831

To: Frank Morgan
Construction Engineer
BUILDING

Recently it was brought to our attention by Mr. Clark that certain changes are necessary in the temporary signing on the above mentioned section. Since the signing was originally designed the timing of the opening of this project and that of the Rock Point-Seven Oaks project has changed. Thus, portions of the temporary signing at the Seven Oaks Interchange have become inappropriate. For this reason the revision indicated on the attached drawing, S132, should be made.

To bring more attention to the fact that the freeway ends at the Crater Lake Interchange, it is requested that a flasher be installed above signs No. 31 and 32 (Drawing T.E. 134 attached) and that these signs be illuminated.

It is understood that the opening date of this portion of freeway is set for November 21, therefore, it is suggested that all of this work be accomplished under a non-participating State Force Work Order charged against the subject contract. The primary reason for utilizing State forces would be the need to give the contractor considerably more notice to have this work done than we are able to give.

The estimated cost of these revisions, if done by State forces, is $700.

F. B. Crandall
Traffic Engineer

NOTED
TOM EDWARDS

DRA:am
Attachment
cc: Tom Edwards
L. R. Chandler
W. O. Widdows
Glen Clark

RECEIVED
OCT 31 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 31 1962
FOR FILING

October 30, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 23 covering cleaning up and backfilling basement after house was removed on the Seven Oaks-Jackson Street Section of the Pacific Highway in Jackson County, Contract No. 5831, in connection with Federal-Aid Project No. I-5-1(23)28.

This work is necessary because the house on this property was being used and could not be removed until near the completion of this project.

This work was verbally recommended for approval by the BPR Area Engineer, October 19, 1962. Your approval of the Order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

Enc.

RECEIVED
OCT 26 1962
FOR FILING

October 25, 1962

Mr. A. N. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith, for your consideration and approval are copies of Order for Extra Work No. 21 covering plugging an old abandoned manhole on the Seven Oaks-Jackson Street Section of the Pacific Highway in Jackson County, Contract No. 5831, in connection with Federal-Aid Project No. I-5-1(23)28.

This work is necessary to stop water backing up into an old sewer causing flooding of the northeast quadrant of the Crater Lake Interchange. Our facilities are not large enough to handle the additional flow.

This work was discussed with the BPR Area Engineer on October 16 and 17, 1962, and was verbally recommended for approval as of that date.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:mmb
Enc.

RECEIVED
OCT 2[illegible] 1962
FOR FILING

5831

Salem, Oregon
October 24, 1962

Mr. Forrest Cooper
State Highway Engineer
Office

On the Grants Pass-Evans Creek Section of Interstate 5 in Josephine County, a 200-foot run was constructed without a longitudinal joint. This was on the Peter Kiewit Contract 57[illegible]. The section is about 300 feet west of the Foothills crossing [illegible]

On the Seven Oaks-Jackson Street Section of the same highway, this being Peter Kiewit Contract [illegible], a 1000-foot section in the northbound lane was constructed without a longitudinal joint. This is just north of Table Rock Road.

I have not personally seen either situation, but I am told that to date no cracking has occurred nor has any type of adverse condition appeared.

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

FORM E-30 50M 11-61 40280

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 23, 1962

SUBJECT:

To: R. L. Porter
Assistant State Highway Engineer
OFFICE

In the year of 1960 or 1961, I believe we laid a short section of concrete pavement without sawing a longitudinal joint.

Will you please give me a report on this and tell me what happened.

Forrest Cooper

Forrest Cooper
State Highway Engineer

FC:fn

cc G. S. Paxson
Victor D. Wolfe

Grants Pass - Evans Creek
PK #5714
400' NB Lane
300' West Foothills Xing
MP 263.28

7 Oak - Jackson Co. [illegible]
PK # 5831 1000' EB Lane
MP 287.10
Just North [illegible] Rd. St.

[illegible]

RECEIVED
[illegible] 1962

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 22, 1962

161

Mr. Harold Sexton
Secretary-Manager
Rogue River Valley Irrigation District
3139 Merriman Road
Medford, Oregon

Dear Mr. Sexton:

We have received your letter of September 21, 1962 in which you outline your plan for the reconstruction of the siphon crossing the Crater Lake Highway on the Boyden Lateral of your irrigation district.

In your letter you agree with the proposals made in Mr. Cooper's letter of August 3, 1961, with the exception of the structural maintenance of the siphon boxes. These siphon boxes are located outside the highway right of way, as shown on the drawing submitted by Mr. Jack McCormick in July, 1961. The State does not have any legal authority to expend money for the maintenance of any facility not on the highway right of way.

Mr. Cooper's letter of August 3, 1961 states:

1. "The State will continue its obligation of structural maintenance on State Highway right of way.

2. "The Irrigation District assume the structural maintenance of the pipe line and appurtenant facilities which are not located on the State highway right of way.

3. "The Irrigation District assume the obligation of operational maintenance of the facility."

The right of way for the truck route belongs to the Medford Corporation and not the State, and therefore the State has no obligation to maintain any facilities crossing under it.

We have reviewed your proposed plan for the construction of the

R. L. PORTER

siphon. We feel it more desirable to connect the new facility to the existing 18-inch pipe which crosses under the truck route rather than install a new pipe under the truck route. The other features of the plan are satisfactory.

If this meets with your approval, we will draw up a formal agreement upon receiving your reply.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:fp

cc R. L. Porter ✓
L. R. Chandler
J. C. McCormick
P. R. Barnhart

RECEIVED
OCT 23 1962
OFFICE OF
STATE HIGHWAY ENGINEER

ROGUE RIVER VALLEY IRRIGATION DISTRICT
3139 MERRIMAN ROAD
MEDFORD, OREGON
PHONE NORMANDY 4-1690

September 21, 1962

Oregon State Highway Department
Salem, Oregon

Re: Boyden Lateral
District letter of June 24, 1961
Your letter of August 3, 1961, signed:
Williams by Cooper

Gentlemen:

The ownership of the knob has been established as being between the State of Oregon, the City of Medford and the Rogue River Valley Irrigation District. The City has had the billboard removed. In the next few days, the City and the District plan to start removing as much dirt as possible and still leave the lateral operative for the remainder of the irrigation season.

The responsibilities of the two agencies, as outlined in your letter, are fair and reasonable and agreeable with the District, except for structural maintenance of the siphon boxes. Specifically:

1. The District will deliver the rubber gasket, concrete pipe to the site, on one week's notice. (Design criteria is 1.75 cfs. Final design may show that a 12 inch rubber gasket, concrete pipe has sufficient capacity.)

2. As indicated above, the City and the District will give the Oregon State Highway Department assistance on the leveling on the knob.

3. There is no private property. District has clearance from the City and the additional logging truck right of way is still in the Oregon State Highway Department's name. The District already holds the right to cross the old Medford Corporation right of way and by contract has the right to cross irrigated ground. The City wants the eye-sore removed and has no objections to leveling and the crossing of their property with the siphon. Too, the District already has the right to cross the City property. Leveling of any dirt not removed to the north is agreeable with the District. Enclosed is a copy of the centerline description of the siphon, as proposed. (Registered survey by Mark Boyden, September, 1962.)

Porter

4. The District assuming structural maintenance of the siphon pipe, between Crater Lake Highway's northerly right of way line and the southerly right of way line of the old Medford Corporation railroad right of way, is in keeping with present policy. Structural maintenance of siphon boxes built for the convenience of the Highway Department lies with the Oregon State Highway Department.

Rogue River Valley Irrigation District

September 21, 1962

Re: Boyden Lateral
District letter of June 24, 1961
Your letter of August 3, 1961, signed: Williams by Cooper

5. It is assumed the Oregon State Highway Department will continue its responsibility for structural maintenance of the siphon boxes built in connection with Crater Lake Highway.

6. Operational maintenance by the District is in agreement with present working relationships.

In regard to the sketch map, July, 1961, the tentative design was reviewed by Mr. Ted Litchfield, Utilities Liason Engineer, and myself on October 25, 1961. Because of the reverse slope between Stations 3 + 35 and 0 + 52, it appeared advisable to modify the design. The following criteria is recommended:

1. From inlet 3 + 31 to about 1 + 05, slope downward 0.15 feet per 100 feet.

2. Construct a "pressure type" box at about 1 + 05 and hook onto the 18 inch CMP or run a flat grade to the 0 + 52 box.

3. The pressure type box at about Station 1 + 05 should have a floor depth of at least 1 foot below the bottom of the incoming pipe, for silt and debris storage.

I regret the delay in this matter, however, the concrete tile plant has now assured me that their pipe will easily handle the heads involved, if properly installed and bedded.

Sincerely yours,

Harold Sexton
Secretary-Manager

HS:lb

Encl. Centerline description

RECEIVED
SEP 24 1962
OREGON
STATE HIGHWAY COMMISSION

LEGAL DESCRIPTION FOR THE CENTERLINE OF THE PROPOSED NEW IRRIGATION SIPHON AT CORONA AVENUE AND STATE HIGHWAY 62

FOR: ROGUE RIVER VALLEY IRRIGATION DISTRICT

Commencing at the Quarter corner common to Sections 7 and 18, Township 37 South, Range 1 West, Willamette Meridian, Jackson County, Oregon;

thence South 1095.6 feet;

thence West 206.4 feet to the center of the Easterly face of an existing concrete irrigation diversion box for the true point of beginning;

thence South 49° 15' East, 273.44 feet to the center of the Northwesterly face of an existing concrete irrigation diversion box located on the Southeasterly right-of-way line of State Highway 62 and opposite Engineer's centerline station 2327+07.04.

September 1962

REGISTERED
OREGON
LAND SURVEYOR
Mark E. Boyden
NOVEMBER 9, 1951
MARK E. BOYDEN
281

RECEIVED
AUG 4 1961

4 31

[illegible]

Mr. Harold [illegible]
[illegible]
Rogue River Valley Irrigation District
[illegible] Road
Medford, Oregon

Dear Mr. [illegible]:

[illegible]

[illegible] the Crater Lake Highway [illegible]. Following are [illegible] the responsibilities of the two agencies in [illegible] this [illegible]:

1. The Rogue River Valley Irrigation District furnish the necessary pipe [illegible] to the [illegible].

2. The State Highway Department to do the required surveying and construction work in [illegible] of the [illegible].

3. The Irrigation District obtain the necessary right of way and permit of entry for [illegible] across [illegible] property [illegible] the [illegible] road. The [illegible] in [illegible] the private property is to [illegible] the right to [illegible] the [illegible] between the existing [illegible] and [illegible] the material northerly thereof.

4. The Irrigation District assume the structural maintenance of the pipeline and appurtenant facilities which are all located on the State highway right of way.

5. The State will continue its obligation of operational maintenance on State right of way.

6. The [illegible] District assume the obligation of operational maintenance of the facility.

Attached hereto is a sketch of the proposed design covering the change. Please advise us of your views on the matter.

Very truly yours,

J. C. Womack
State Highway Engineer

By

[illegible]
Deputy State Highway Engineer

Encl.

cc Mr. L. C. Williams
Mr. Tom [illegible]
Mr. F. D. Morgan

LHN:fp fn

RECEIVED
FORM 5-1232 100M 4-62
OCT 24 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

[illegible]

5831

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 18, 1962

Mr. Norman P. Barnes
Foress Company
Box 667
Corvallis, Oregon

Dear Mr. Barnes:

Attached are the working drawings for the Types "A" and "J" signs which have been added to the Seven Oaks-Jackson Street, Contract No. 5831.

These signs have been checked and are approved as noted.

Very truly yours,

Tom Edwards
Ass't. State Highway Engineer

By

F. B. Crandall
Traffic Engineer

Attachment
DRA:sm
bc: Tom Edwards
L. R. Chandler
Jack McCormick

NOTED
TOM EDWARDS

RECEIVED
OCT 19 1962
OFFICE OF
STATE HIGHWAY ENGINEER

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T 10 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

[illegible]

5131

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 9, 1962

Mr. Harold Sexton
Secretary-Manager
Rogue River Valley Irrigation District
3139 Merriman Road
Medford, Oregon

RE: Boyden Lateral and Sub-lateral to Ralph E. Merritt

Dear Mr. Sexton:

Your letter of September 13 to our Mr. Jack L. Sollis, Staff Attorney, was referred to this office. Seepage from a section of the rebuilt Boyden lateral and erosion adjacent to the Merritt property were mentioned in this letter.

Our Division Office at Roseburg was asked to investigate this complaint. They have reported some signs of seepage near a flume outlet on the rebuilt lateral which can be corrected with concrete grout. This will be done. Since the previous ditch was not lined, and no damage from the last irrigation system is apparent, neither lining or tiling some 100 feet of this ditch seems in order. Erosion adjacent to the Merritt property is attributed to flood irrigation which has weakened the slope in this area. Plans have been made to reinforce this slope to avoid any failures.

We trust the above measures will, when completed, preserve the laterals in a condition to provide satisfactory service.

NOTED
R. L. PORTER

Very truly yours,

F. D. Morgan
Construction Engineer

By

G. L. Decker
Field Construction Engineer

GLD:fp
cc R. L. Porter
Jack L. Sollis
L. R. Chandler
Jack McCormick

FORM 2-30 50M 8-61 36881

CONSTRUCTION DIVISION
RECEIVED
SEP 25 1962
NOTED ☐ CE ☐ ACE ☐ ACE ☐ ☐ COE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 24, 1962

SUBJECT: Boyden Lateral - Rogue River
Valley Irrigation District
Sublateral seepage Complaint
Assignment No. 21
Seven Oaks-Jackson Street

To: F. D. Morgan
Construction Engineer
Salem, Oregon

Forwarded herewith is a copy of a report as received from Resident Engineer J. C. McCormick regarding the request of Mr. Harold Sexton of the Rogue River Valley Irrigation District for the State Highway Department to either line or tile a section of the Boyden lateral to the Merritt property located just off the Crater Lake Highway near D. H. Haller's office. The section of ditch which Mr. Sexton is concerned about was reconstructed when the truck route for Medco was rebuilt through this section.

I inspected this on the ground with Mr. McCormick last week and was unable to locate any portion of the cutbank which had been eroded through this supposed seepage.

Several pictures are enclosed showing the ditch and its relationship to the right of way fence through this area. It is my recommendation that we neither line nor place tile in this sub lateral as the previous ditch was not lined and at the present time we can see where no damage has occured through the last irrigation seasons.

The rest of Mr. McCormick's report concerning the Merritt property is an entirely separate matter and we are trying to work out a solution in conjunction with the local right of way department. It is my feeling that it is of no concern to Mr. Sexton as the sublateral turns away from the truck route before reaching the area where the trouble is now in existance.

J. F. Putnam

J. F. Putnam
Ass't. Division Engineer

REFERRED TO

By Construction Engineer

FORM E 303 50M 2-60 36119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon
September 21, 1962

SUBJECT: Boyden Lateral - Rogue River Valley Irrigation District.
Sublateral seepage Complaint
Assignment # 20-17
Seven Oaks - Jackson St.

To:
L.R. Chandler
Division Engineer
Roseburg, Oregon

Attention: J.F. Putnam

Enclosed find pictures of the Irrigationn Ditch which Harold Sexton is complaining about. It is located right of TR Rev 102+80 to 104+12. I had misinformed you and Sexton in stating we had not reconstructed this section of ditch. One hundred and thirty-two (132') feet of the ditch was rebuilt under this contract. Twenty feet of this is in a concrete flume and the rest is a two (2') foot bottom dirt ditch cut into the existing ground. The edge of the ditch bank is five (5') feet from the cut bank. There is no evidence of any seepage from this ditch on the adjacent cut bank with the exceptions of signs of water through the bank near the side outlet on the flume. This we will correct ourselves with some concrete grout. I advised Mr. Sexton, at the time we discussed the ditch, that we would have no objections to the Irrigation co. tiling or guniting this ditch and that is still my recommendation.

The cutbank adjacent to Mr Merrit's property, right of Sta TR Rev 104+50 to 109+10 is another matter.. It appears Mr Merrit has flood irrigated his property and caused considerable more errosion along the bank. Some water seems to be seeping through cracks and/or gopher holes. In as much as we cannot settle with Mr Merrit, it is suggested we correct the situation as much as possible on the right of Way.

The roadside ditch could be filled from Station TR Rev 104+50 to 110 +00 which would gain around three (3') feet on the bank and tend to stabilize it. Thiscould be done with A.C. rubble and Mr. Chandler informs me this material is available near the PKS office on the Rock Point- Seven Oaks Project. Quantities on this are approximately 600 Cubic yards. This could probably be done most economically with State Forces. The fence can be fixed with the use of longer anchor posts and the contractor has been instructed to take care of this. The cutbank along the approach to Don Haller's office , right of Sta TR Rev 109+20 could be stabilized with sack rip rap whichwould take around 60 Cubic yards.

Jack C. McCormick
Jack C. McCormick
Resident Engineer

JCM/jlc
enc

FORM E-30 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office

September 14, 1962

SUBJECT: Boyden Lateral
Rogue River Valley
Irrigation District
Sublateral Seepage
Complaint

To:
Mr. F. D. Morgan
Construction Engineer
Office

Attached hereto is a letter from Mr. Harold Sexton, Secretary-Manager of the Rogue River Valley Irrigation District regarding a seepage condition on one of their sublaterals which he alleges is a result of highway construction near the district's sublateral.

I am not familiar with the details of this condition, but I understand that we are also presently attempting to work out a solution with Mr. Merritt as a result of some sloughing on a cut in this area and it appears that this sublateral is the one that furnishes water for Mr. Merritt but the sublateral is owned and maintained by the district.

I take it from Mr. Sexton's letter that he has discussed with with Mr. McCormick but I do not believe he has presented a formal request for correction of this condition as indicated in the attached letter.

Jack L. Sollis
JACK L. SOLLIS
Staff Attorney

JLS/bdr
Attach.

CONSTRUCTION DIVISION
RECEIVED
SEP 17 1962
NOTED
CE ACE ACE CUE

RECEIVED
SEP 14 1962
OFFICE OF
STATE HIGHWAY ENGINEER

ROGUE RIVER VALLEY IRRIGATION DISTRICT
3139 MERRIMAN ROAD
MEDFORD, OREGON
PHONE NORMANDY 4-1690

RECEIVED
SEP 14 1962
LEGAL & RIGHT OF WAY

September 13, 1962

Mr. Jack L. Sollis
Staff Attorney
Oregon State Highway Department
Salem, Oregon

Re: Boyden Lateral, District's Sublateral
To Tract No. 224-1, Ralph E. Merritt

Dear Mr. Sollis:

When the Oregon State Highway Department widened the right of way, the District's sublateral to the Merritt tract ended up precariously close to the steep cut bank. There is now an undesirable seepage condition. What needs to be done is to either line or place in a tile about 100 feet of this 1.5 cfs capacity ditch from about station 103 to about station 104.

This is the District's request that the Oregon State Highway Department either line or place the section of ditch in question in a tile, prior to April 1, 1963.

For your information, Mr. Ken Rolfe, Oregon State Highway Department, Right of Way, Roseburg, called me yesterday on the Ralph Merritt irrigation problem. I told Mr. Rolfe I had gone over the ground with Mr. Merritt, in the company of Resident Engineer McCormick, and that it appeared to me that corrective action would have to be taken in order to prevent water wastage, erosion and the danger of a new telephone pole and a fence from falling over. The Merritt problem stems from a very steep cut bank, almost adjacent to his irrigated area.

Sincerely yours,

Harold Sexton

Harold Sexton
Secretary-Manager

HS:lb

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1962
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

September 28, 1962

08-35.5

A. W. Parsons, Division Engineer
Salem, Oregon

By:
L. E. Backlund
Administrative Manager

Oregon Project I-5-1(23)28
Seven Oaks-Jackson St., Section
Progress Voucher No. 11
Net amount claimed - $160,606.00

The subject voucher has been approved in the reduced amount of $131,920.16. Deduction has been made of the Pacific Power & Light billing in accordance with the attached schedule of Deductions, Item No. 1.

Total amount of deduction	$31,873.16
Federal Aid pro-rata claimed	90 %
Net deduction	28,685.84

In the event you disagree with the deduction made, it will be necessary to present a re-claim in accordance with Instructional Memorandum 4-1-61.

Attachments

original To Young
with attachment
10-4-62

NOTED
R. L. PORTER

RECEIVED
OCT 2 1962
FOR FILING

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ON RSB 396 9-28-62 11 40

F B KLABOE

OLLOWING IS SQUARE YARDS OF P.C.C. TO BE REPLACED ON 7-OAKS-JACKSON STREET PROJECT:

IMPACT PANELS	178 SQ. YDS.
REGULAR PAVEMENT	1078 SQ. YDS.

TOTAL	1256 SQ. YDS.

J F PUTNAM
LF :..

RECEIVED
SEP 28 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1962

FORM E-30X—50M—5-62 43908

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 27, 1962

SUBJECT: Seven Oaks-Jackson Street

To: MEMO TO THE FILES

On Monday, September 24, a meeting was held in the Construction Department offices with Messrs. Lynch, Walker and Miller of the Peter Kiewit Sons' Company, and Paxson, Morgan and Klaboe of the Oregon State Highway Department. The purpose of this meeting was to discuss and resolve a problem concerning several cracked PCC panels. It was unknown how many panels were involved, but the figure 4-6 was used for discussion purposes.

It is the State's contention that the contractor did not provide us with an adequate job insofar as these cracked panels are concerned. Furthermore, they will have to be removed and replaced. It is our further contention that said removal and replacement should be made at the contractor's sole expense.

Our reason for believing that the replacement should be at the contractor's expense is that he elected to haul overloads over the concrete, some of which only had 20 to 21 days cure when said hauling commenced. We know of no other condition that was unique and which would tend to mitigate our decision. At the time that the contractor elected to begin hauling overloads over this pavement he was warned by Construction Engineer Morgan that the decision was a risky one and that the contractor would have to accept all responsibilities for any damages resulting from the overloaded hauling method used. The contractor accepted this responsibility in a letter, a copy of which is attached to this report.

In connection with the foregoing decision, reference is made to Article 1.7.15 of the Standard Specifications which states that contractor shall repair at his expense any damage that results from the carrying out of the work to be done under the contract. It is our contention that regardless of the reason for the damage the contractor is responsible under this specification.

The contractor contends that the overloads had no effect on the damage to the concrete. He supports this contention by stating that there are areas over which he did no hauling which are cracked. These areas are located between the Crater Lake Highway and the north end of the viaduct. He also states that the areas which had the most severe loads, located near his plant site, show no distress. Furthermore, he states that the areas which show distress are in areas that had original poor foundations requiring sub-excavation and backfilling with granular material. It is their contention that the cracking would have occurred with normal highway traffic and has no bearing on the overload characteristics of their hauling work.

The contractor also states that on the 18th of July, 1962, he had been hauling for only seven (7) days and that a total of 715 loads, averaging 84,000 pounds per load, had been hauled. He states that on this July 18th date all the cracks that now exist had already appeared and had been plotted by the Resident Engineer. He does admit that the cracks have increased in severity, however. He further states as further evidence that our design was inadequate the fact that he was required to place mesh steel in some impact panels and that these panels do not show the distress that the panels without mesh steel show.

Contractor has also made a count of 60 impact panels located south of Grants Pass. Of these 60 panels he states that 27 are cracked, some much more severely than the impact panels on his job. This is offered as evidence that our design is inadequate.

One other fact was brought forth by the contractor and that concerned what he terms a considerable underrun in base rock quantities. He questions whether or not we constructed the base that was required by the contract plans and specifications.

We are requesting, by a copy of this letter, that the division make a thorough investigation of the allegations presented above and report the findings to this office.

Subsequent to this meeting the Bureau of Public Roads was contacted and they stated that they would not accept the panels in question and that the only repair they would consider was the entire removal and replacement of said panels. The Division Engineer has been instructed to proceed with this removal and the contractor requested to expedite the work in order that we may have this section under traffic as soon as possible.

FBK:bjh

F. B. Klaboe
Assistant Construction Engineer

cc: G. S. Paxson
R. L. Porter
L. R. Chandler
G. W. Harra
I. D. Merchant

RECEIVED
SEP 28 1962
OFFICE OF
STATE HIGHWAY ENGINEER

F. D. Morgan
1-8-8-B-4

711 East Main Street
Medford, Oregon

July 9, 1962

Fred H. Slate & E. C. Hall Construction Co.
Rt. 1 Box 17
Talent, Oregon

Gentlemen:

We do hereby grant your company permission to haul crushed rock and concrete aggregate over the concrete surfacing on the Seven Oaks-Jackson Street section of Pacific Highway in Jackson County, and through the construction right-of-way on the Medford Viaduct. Said permission is granted with full knowledge that the loads to be hauled will exceed the allowable legal loads on traveled highways in the state. We will assume any damage caused by the over-weight vehicles to the existing concrete paving.

Very truly yours,

PETER KIEWIT SONS' CO.

R. B. Miller
Medford Area Manager

Send Copies
to Morgan
to Carmody
Miller

RBM:bj
cc: Mr. Chandler
job
file

OB Morgan

11KB8

RECEIVED
SEP 28 1962
FOR FILING
[illegible]
5831

September 27, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 22 covering steel piling for signs on the Seven Oaks-Jackson St. Section of the Pacific Highway in Jackson County, Contract No. 5831, in connection with Federal-Aid Project No. I-5-1(23)28.

This work is necessary to conform to the revised plans of the Traffic Division. The contractor has moved his pile driving equipment from the job and will not consider the extra work at contract prices.

This work was checked with and verbally approved by the BPR District Engineers, September 20, 1962, so the piling could be ordered. Your approval of the Order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
L. W. Young
Office Engineer

DBP:bb

Enc.

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Roseburg, Oregon
Sept. 17, 1962

SUBJECT: Seven Oaks-Jackson Street Section

To: MEMO TO THE FILES

Last Wednesday morning, a conference was held between Jack McCormick, Resident Engineer, and Rod Miller and Lee Cassell of Peter Kiewit Sons', concerning the completion of the Seven Oaks-Jackson Street project to a point where traffic could utilize said project to the Crater Lake Interchange. Mr. Miller stated that it would take two weeks for their subcontractor to finish the paving; upon completion of paving another two weeks for the subcontractor to finish the signing, and one week after that before the guardrail would be completed. He said the earliest possible date that the roadbed could be turned over to the traveling public without conflicting with his operations would be October 22, and that this date ignored the replacement of impact panels which are to be done upon the instructions of the Division Engineer and Construction Engineer.

The contractor has been instructed not to remove the affected panels until after cores had been taken on Tuesday, September 18, but if he proceeds with the removal immediately after the cores have been taken it will take approximately 28 days curing time before traffic will be allowed over these slabs. This would still make it possible to open the project on the 22nd of October.

As the Salem office requested three weeks notice prior to the proposed opening date, another examination of this date will be made within the next two weeks so that a firmer date can be made.

J. F. Putnam
J. F. Putnam
Asst. Division Engineer

Pat - G [illegible] reason to [illegible]
the [illegible]

JFP:ds
cc: F. D. Morgan
Jack C. McCormick
Cooper
send copy to Porter
Wolfe

NOTED
R. L. PORTER

CONSTRUCTION DIVISION
REC[illegible]
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FORM E-30X EOM 7-60 29396

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 10, 1962

SUBJECT: Seven Oaks - Jackson St.

To:

L. R. Chandler
Division Engineer
P. O. Box 1128
Roseburg, Oregon

Several problems have arisen at Jackson Street on the subject project. The attached plan shows the proposed development including certain construction which is the responsibility of the city. I wish you would discuss the subject with the city authorities and endeavor to have them complete the curb and sidewalk along the northerly side of Jackson Street so that we could complete the project in a satisfactory manner.

There is also a problem of additional paving underneath the structure and of taking care of the drainage from the structure. Sheet #1, Bridge Drawing #16571 of the Medford viaduct shows the slope paving and drains ending at the bottom of the slope. This leaves a very awkward strip between the bottom of the slope paving and the proposed sidewalk. It is recommended that either the concrete slope paving be extended to the sidewalk grade or that an asphaltic concrete surface be placed in this area. Also, a means of taking care of the drainage from the structure must be provided. Possibly the drainage could be solved by depressing the proposed paving between the bridge columns and the sidewalk, by the placement of a catch basin at the easterly end, thus collecting water from both sides of the structure and running it into the city storm drain. The alternative would be to run both 8-inch drain pipes into the storm sewer. We assume the city would approve either plan.

Would you please take the necessary action to solve these problems and advise us of your decision at the earliest opportunity?

FB Klaboe
F. D. Morgan
for Construction Engineer

NOTED
R. L. PORTER

Attach.

cc R. L. Porter
M. H. Astrup

RECEIVED
SEP 10 1962
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—50M—6-62 41900

5831

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 10, 1962

To: MEMO TO THE FILES

SUBJECT: Rock Point-Seven Oaks Section
Seven Oaks-Jackson Street Section
Medford Viaduct Section
12th St.-N. Ashland Section

Our best estimate for the opening of the various sections listed above is as follows:

1. Rock Point-Seven Oaks Section should be opened to four-lane traffic, except for short sections at two structure sites, on October 1, 1962. These structure sites are located at Stations 275 and 412. These short sections will be completed and the entire route opened to full four-lane traffic approximately November 15, 1962.

2. The Seven Oaks-Jackson Street Section should be completed and ready for full four-lane traffic between the Seven Oaks Interchange and Crater Lake Highway about October 15, 1962. The section between the Crater Lake Highway and Jackson Street where the viaduct section begins will also be completed on this date.

3. It is estimated by the Bridge Division that the Medford Viaduct Section will be opened to full traffic on December 1, 1962.

4. The section of the 12th Street-North Ashland project from the south end of the viaduct to the Barnett Road Interchange will be completed prior to November 1, 1962.

If we are able to hold to the schedule listed above, it will therefore be possible to add to the Interstate system the entire section from Rock Point to Barnett Road about December 1, 1962.

We also expect to complete the project between Barnett Road and the North Ashland Interchange about July 15, 1963. Furthermore, an optimistic schedule should allow us to route traffic between North Ashland Interchange and South Ashland Interchange about November, 1963.

It is suggested that after studying the contents of this letter, Mr. Wolfe

NOTED
TOM EDWARDS

confer with this office concerning his plans for holding a dedication ceremony on all or part of the sections mentioned above.

F. B. Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh:fp

cc: Forrest Cooper
R. L. Porter
P. M. Stephenson
Tom Edwards ✓
Victor E. Wolfe
I. D. Merchant
L. H. Young
L. R. Chandler

RECEIVED
SEP 10 1962
OFFICE OF
STATE HIGHWAY ENGINEER

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SEP 10 1962
FOR FILING

5931

FORM CD-1[illegible] ([illegible]-22-59)
(PROC. BY [illegible] 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 7, 1962

MORGAN
YOUNG

FROM : A. N. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Additional Signs, Seven Oaks-Jackson Street
I-5-1(23)28

We concur with the request for additional signs for the captioned project as set out in Mr. Klaboe's August 28th letter.

The proposed signs are in accordance with the "Manual for Signing and Pavement Marking of the National System of Interstate and Defense Highways," as shown on your T.E.D. Drawing Number S-134 RR.

Our participation will be limited to the actual in place cost of each sign based upon the bid prices of the current project contract.

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SEP 6 - 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Original To Morgan
Copy To Young
9-10-62

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1962
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I-5-1(23)28

231

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 28, 1962

Mr. A.W. Parson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Subj: Additional Signs
Seven Oaks-Jackson Street Section
Pacific Highway
Project I-5-1 (23) 28

Dear Sir:

Attached are two prints of Traffic Engineering Division Drawing S-B4RR showing proposed additional signs on this project. The additional signs, which designate the route to the Oregon State Police office, were requested by the Superintendent of State Police.

Your approval of these additional signs is requested. The estimated cost of this work is $2,550.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F.B. Klaboe
F.B. Klaboe
Assistant Construction Engineer

CHB:jp

cc: General Files
F.B. Crandall
L.R. Chandler

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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

5831

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 15, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Final Record Sampling
Seven Oaks-Jackson Street Section
Pacific Highway
Project I-5-1(23)28

NOTED
R. L. PORTER

Dear Sir:

Attached are two copies of the results of base and leveling course thickness samples on this project as reported by our Division Geologist.

Very truly yours,

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
F. B. Klaboe
Assistant Construction Engineer

Enclosures

CHB:fp

cc R. L. Porter

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AUG 15 1962
OFFICE OF
STATE HIGHWAY ENGINEER

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JUL 31 1962
FOR FILING

5-1

CONCRETE PAVEMENT

Seven Oaks-Jackson St. Sec.

Prefix No. 615-1078

Comppression Tests, PSI, 6"x12" Cylinders

North Bound Lanes 6.3 sack mix, (94#; 165.6#; 346.8#)
Actual yield 6.27 sacks

No.of sets	Slump	7 day	14 day	21 day	28 day
20	1"-2"	2711	3450	3686	3913
11	2¼"-2½"	2466	3118	3345	3716
10	2¾"-3"+	2254	2916	3293	3598
Average	2.05"	2509	3230	3523	3779

South Bound Lanes 6.0 sack mix (94#; 181.8#; 366.7#)
Actual yield 5.96 sacks

No. of sets	Slump	7 day	14 day	21 day	28 day
20	1"-2"	2509	3177	3465	3712
13	2¼"-2½"	2287	2942	3240	3427
10	2¾"-3"+	2076	2727	3050	3339
Average	2.12"	2341	3004	3300	3563
Job Average	2.09"	2423	3114	3409	3668

Period May 28, 1962 to July 2, 1962 incl.

8 and 9 sack crossing mixes not included.

NOTED
G. S. PAXSON

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FOR FILING

NOTED

5831

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem 10, Oregon

July 25, 1962

SUBJECT: Signing Revision
Seven Oaks-Jackson Street Section
Pacific Highway
Contract No. 5831

To:

F. D. Morgan
Construction Engineer
BUILDING

Due to a minimum of sight distance, Sign No. 4, shown on Drawings S134 and S135 of the above named contract, should be moved to Sta. 690+50. This sign being shifted to this new location will require that the message "RIGHT LANE" be substituted for the arrow as shown on the attached Drawings S134 and S135. If this sign has not been fabricated, the only additional cost should be the difference between the cost of the legend "RIGHT LANE", and the arrow. The estimated cost differential is $40.

In addition, the contractor has requested that the Type "B" signs be changed from a reflectorized background to a non-reflectorized background. This revision would bring the Type "B" signs up to present standards. To accomplish this change, the following revisions should be made in the special provisions:

On page 120, under "Types of Signs", substitute the following:

Type "B" - Blue porcelain enamel background on extruded aluminum panels with reflectorized white removable legend.

On page 129, under "General", the first paragraph shall read:

Non-reflectorized backgrounds shall be either green or blue porcelain enamel or green high density overlay plywood as indicated on the plans.

On page 130, under "Porcelain Enamel", change the first sentence in the next to the last paragraph to read:

A porcelain enameled twelve inch (12") extrusion of each color shall be furnished to the engineer by the contractor. The green panel shall be six feet (6') long and the blue shall be nine feet (9") long.

These revisions are to be made at no increase in the unit bid price.

NOTED
TOM EDWARDS

These revisions have preliminary approval of the Bureau of Public Roads.

Will you please arrange to have this revision made under the existing contract.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

MJD:mgm
Attachment
cc: Tom Edwards

RECEIVED
JUL 27 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 19 1962

FOR FILING

[illegible]

5831

July 18, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 12, Account No. 274 furnishing electricity to illuminate barricades on the Seven Oaks-Jackson Street Section of the Pacific Highway in Jackson County, Contract No. 5831, in connection with Federal-Aid Project No. I-5-1(23)28.

Barricades were placed under Price Agreement No. 13 for the guidance and protection of traffic. The installation included cable and hookup for lighting and was approved by the BPR June 28, 1962.

This order provides for the electricity for lighting the barricades and has been verbally recommended for approval by the BPR Area Engineer. The total estimated amount of the order is $180.00 with Federal participation of $162.00. Power is to be furnished by the PP & L Co., COPCO Division.

Your approval of this order under the provisions of PPM 21-6.3 is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

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JUL 16 1962
FOR FILING

[illegible]

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 13, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Unsatisfactory Concrete Samples
Seven Oaks-Jackson Street Section
Pacific Highway
Project I-5-1(23)28

Dear Mr. Parsons:

Attached is a copy of a report from our Resident Engineer concerning low strength concrete samples from the PCC pavement on this project. Since it appears that improper sampling and/or handling of the cylinders caused the low test results, your acceptance of the material as represented by the companion tests is requested.

We have again cautioned our field personnel to take care in the casting and handling of test cylinders.

Very truly yours,

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

CHB:bjh
Attachment
cc: R. L. Porter (Attach. - cc McCormick's report)
G. W. Harra
L. R. Chandler

RECEIVED
JUL 16 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon
July 6, 1962

SUBJECT: Unsatisfactory Laboratory Reports
Nos. 594919, 595214, & 595566
Seven Oaks - Jackson St. Section
Pacific Highway, Jackson County

To: L.R. Chabdler,
Division Engineer
Roseburg, Oregon

Lab sheet No. 594919 showed a 3105 psi strength on the 28 day cylinder break. It is possible that this cylinder may have been damaged in shipment or had a rock pocket. Two additional 28 day cylinder breaks on the same day's pour (lab sheets Nos. 594923 & 595092) show strengths of 3520 and 3475 psi.

Lab sheet No. 595214 showed a strength of 3260 psi and this was undoubtably a bad cylinder. The 21 day break on the same set of cylinders had a strength of 3300 psi.

Lab sheet No. 595566 shows a test strength of 3050 psi. on the 28 day cylinder break. This is probably a bad cylinder as cylinder breaks as reported on lab sheet No. 595570 & 595574 gave strengths of 3430 and 4465 psi on the same day's pour.

This material was incorporated in the final product.

Jack McCormick
Jack C. McCormick
Resident Engineer

JCMew
enc 2

NOTED
R. L. PORTER

Roseburg Division
Received
JUL 9 1962

Noted	DE	ADE	ADE	DOE

Assign ________ For ________
Reply ________ Action ________

RECEIVED
JUN 25 1962
FORM E-30X—50M—11-61—40831
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
June 19, 1962

5831

SUBJECT: Signing Revision
Seven Oaks-Jackson Street Section
Pacific Highway No. 1 (I-5)
Contract No. 5831

To:

F. D. Morgan
Construction Engineer
BUILDING

Sign No. 20 should be revised as shown on the attached drawing, S133.

It is assumed that the original sign has been fabricated and, therefore, will have to be salvaged. Applicable letters, the border, and the trim moldings may be used on the revised sign. All unused salvaged material should be the property of the State.

The estimated cost of this revision is $750.

Will you make arrangements for having this revision accomplished under the existing contract.

for F. B. Crandall
Traffic Engineer

MJD:mgm
Attachment
cc: Tom Edwards

RECEIVED
JUN 22 1962

NOTED
TOM EDWARDS

RECEIVED
JUN 15 1962
FOR FILING

5831

June 14, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 20, covering the removal of concrete median island on the Seven Oaks-Jackson Street Section of the Pacific Highway in Jackson County, Contract No. 5831, in connection with Federal-Aid Project No. I-5-1(23)28.

The median island was not shown as concrete on the plans and the contractor has presented a claim for extra compensation for its removal. The work was done April 16-17, and approval reactive to April 16, 1962 is requested.

This order has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

G. S. Paxson
Deputy State Highway Engineer

By

L. H. Young
Office Engineer

DBP:ra
Enc.

RECEIVED
JUN 4 1962

FOR FILING
[illegible]

5431

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem 10, Orgon
May 31, 1962

SUBJECT: Construction Speed Zone
Pacific Highway

Agenda Item: 3c(3)

To:

MEMO TO FILE

The State Highway Commission at its meeting of May 25 approved the placement of the following temporary construction speed zone:

25 MPH ... on the Seven Oaks-Jackson Street Section of the Pacific Highway in Jackson County, between M.P. 301.7 and 303.0, effective 8 a.m. PST, April 23, 1962

F. B. Crandall
Traffic Engineer

njc
cc: Tom Edwards
L. R. Chandler
R. L. Lammert

RECEIVED
MAY 31 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
MAY 9 1962
FOR FILING

J C-1([illegible])

5/31

May 7, 1962

Oregon State Highway Commission

Gentlemen:

Your concurrence is requested in the establishment of a 25-mile-per-hour construction speed zone on the Seven Oaks-Jackson Street Section of the Pacific Highway in Jackson County. This is between mile points 301.7 and 303.6.

The speed restriction was effective at 8:00 a.m. on Monday, April 23.

This matter will be on the agenda for your consideration at the May 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc G. S. Paxson
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall

RLP:ajw fn

FORM E-30 50M 6-61 96661

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
April 30, 1962

SUBJECT: Construction Speed Zone
Seven Oaks-Jackson Street Project
Jackson County

To:
Tom Edwards
Asst. Highway Engineer
BUILDING

I am returning your file. When I checked with the Construction Division, I determined Mr. Klaboe did not personally know about this. We received a Teletype from the Division office on April 20, requesting the zone and approved it by Teletype that date.

Mr. Head has discussed this subject with Mr. Klaboe and the Construction Division is arranging for all requests to be channeled through their office into the Traffic Division. I believe Mr. Morgan's office will issue a letter supplemental to instructions you issued about four years ago when you were the Construction Engineer.

J A Head
For F. B. Crandall
Traffic Engineer

JAH:tm
Attachment
cc: Frank Morgan

Al:
I merely wanted closer check on limits & language.
E

copy to Head 5-2-62 jd

RECEIVED
MAY 1 - 1962
OFFICE OF
STATE HIGHWAY ENGINEER

SUGGESTED DRAFT

April 24, 1962

OREGON STATE HIGHWAY COMMISSION

Gentlemen:

Effective 8:00 a.m., Monday, April 23, permission was granted for the establishment of a 25 MPH construction speed zone on the Seven Oaks-Jackson Street Project of the traveled route of Pacific Highway.

Your concurrence is requested in the establishment of a 25 MPH construction speed zone on the Seven Oaks-Jackson Street Project of the traveled route of Pacific Highway between M.P. 301.7 and M.P. 303.0 in Jackson County.

This matter will be on the agenda for your consideration at the May 2~~4~~5 meeting.

Very truly yours,

Construction does not know about this.

pk

cc: Forrest Cooper
G. S. Paxson
F. B. Crandall

RECEIVED
APR 25 1962
OFFICE OF
STATE HIGHWAY ENGINEER

got better dope

RECEIVED
APR 25 1962
TRAFFIC ENGINEERING

NOTED
J. AL HEAD

RECEIVED
MAY 1 1962
FOR FILING

May 1, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 18-Supplemental, covering additional Type 3 Fence on the Seven Oaks-Jackson St. Section of the Pacific Highway in Jackson County, Contract No. 5831, in connection with Federal-Aid Project No. I-5-1(23)28.

This supplement to Extra Work Order 18 is to construct additional Type 3 Fence approximately 200' up and 200' downstream on west bank of Bear Creek at the Rogue River Valley Irrigation District weir near Jackson Street to protect or discourage access to fish ladder by children.

The original of this Order was approved by the BPR Jan. 31, 1962.

A print showing location of proposed construction is attached. The location of the existing fence is shown in blue; the proposed construction is shown in red.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:bb

Enc.

RECEIVED
1962
FOR FILING
5831

May 1, 1962

Mr. Frank Van Dyke
Attorney at Law
110 East Sixth Street
Medford, Oregon

Re: Fencing at Bear Creek
Diversion Weir

Dear Mr. Van Dyke:

Further reference is made to your letter of April 11 concerning protective fencing near the diversion weir in Bear Creek that was constructed as a part of the interstate highway project through Medford.

I am attaching hereto a copy of Highway Department drawing 16112 on which is indicated in red some additional fencing that will be constructed in the near future. I believe that this is in line with a meeting recently held in your City between yourself, members of the Rogue River Valley Irrigation District, the Medford Police Department and this organization.

I believe that this will offer a satisfactory solution to the problem but if you have any further questions or need additional information, we will be glad to furnish anything available.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

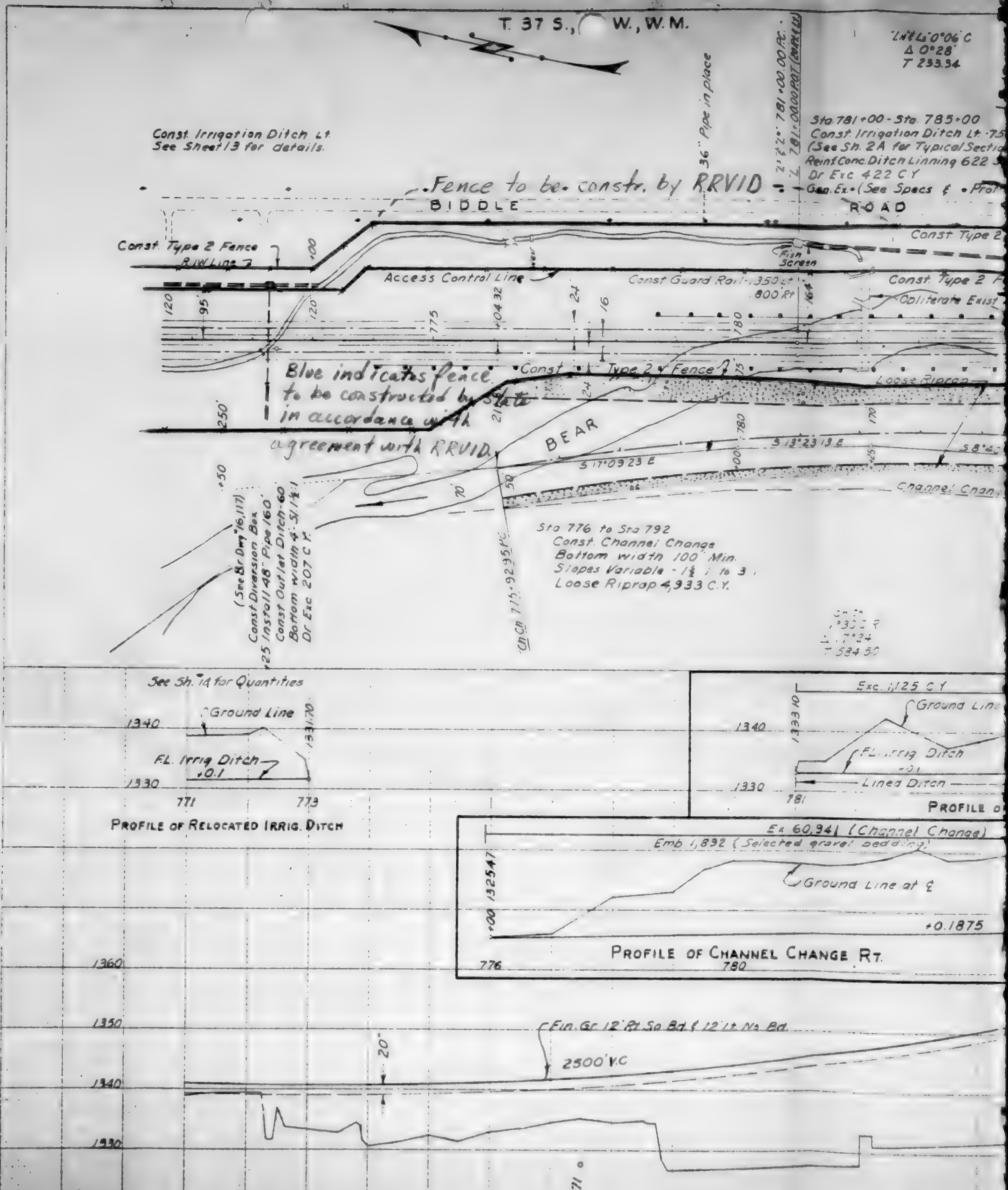
R. L. Porter
Assistant State Highway Engineer

RLP:ajw

Attachment

cc L. G. [illegible]
Forrest Cooper
F. D. Morgan
L. R. Chandler
Jack McCormick

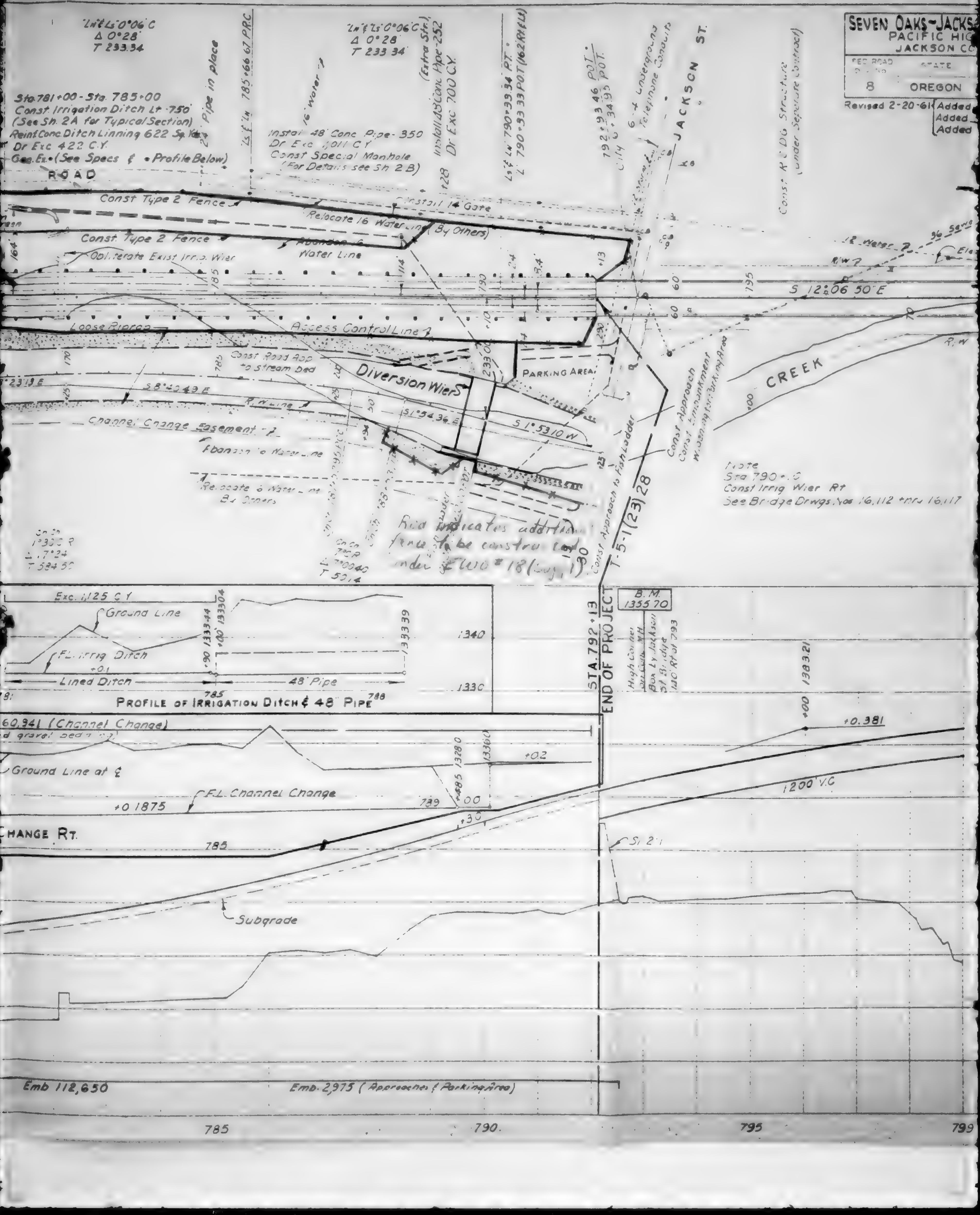
Bridge Details Checked


T. 37 S., W., W.M.
L.N.E. Ls 0°06' C
Δ 0°28'
T 233.34
Const. Irrigation Ditch Lt.
See Sheet 13 for details.
36" Pipe in place
Z 781+00.00 P.C.
781+00.00 P.O.T.
Sta. 781+00 - Sta. 785+00
Const. Irrigation Ditch Lt. ·75
(See Sh. 2A for Typical Sectio
Reinf. Conc. Ditch Linning 622
Dr Exc 422 C.Y.
Gen. Ex. • (See Specs & • Prof
Fence to be constr. by RRVID
BIDDLE
ROAD
Const. Type 2 Fence
R/W Line
Const. Type 2
Fish Screen
Access Control Line
Const. Guard Rail - 350' Lt
800' Rt
Const. Type 2 F
Obliterate Exist
120
95
100
120
775
+04.32
24
16
780
164
Blue indicates fence to be constructed by State in accordance with agreement with RRVID.
Const. Type 2 Fence
75
Loose Riprap
250'
24
21
BEAR
780
S 17°09'23" E
S 13°23'13" E
S 8°40
170
00
50
70
+50
Channel Chan
(See Br. Dwg. 16,117)
Const. Diversion Box
+25 Install 48" Pipe 160'
Const. Outlet Ditch - 60'
Bottom width 4' Sl. 1½:1
Dr Exc 207 C.Y.
Ch.Ch. 775+92.95 P.C.
Sta 776 to Sta 792
Const. Channel Change
Bottom width 100' Min.
Slopes Variable - 1½:1 to 3:1
Loose Riprap 4,933 C.Y.
Ch. Ch.
1°300' R
Δ 7°24'
T 534.50
See Sh. 14 for Quantities
1340
Ground Line
1331.70
F.L. Irrig. Ditch
+0.1
1330
771
773
PROFILE OF RELOCATED IRRIG. DITCH
Exc. 1,125 C.Y.
1333.10
1340
Ground Line
F.L. Irrig. Ditch
+0.1
1330
Lined Ditch
781
PROFILE O
Ex. 60,941 (Channel Change)
Emb. 1,892 (Selected gravel bedding)
+00 1325.47
Ground Line at ℄
+0.1875
776
780
PROFILE OF CHANNEL CHANGE RT.
1360
1350
Fin. Gr. 12' Rt. So. Bd. & 12' Lt. No. Bd.
2500' V.C.
20'
1340
1330
+50 1327.71
Ex. 89
Emb. 112,850
771
775
780

SEVEN OAKS-JACKS
PACIFIC HIG
JACKSON CO

FED ROAD DIV NO	STATE
8	OREGON

Revised 2-20-61 Added
Added
Added



Ln ₵ Ls 0°06' C
Δ 0°28'
T 233.34
Sta 781+00 - Sta. 785+00
Const. Irrigation Ditch Lt. 750'
(See Sh. 2A for Typical Section)
Reinf Conc Ditch Linning 622 Sq. Yds
Dr Exc 422 C.Y.
Gen. Ex. (See Specs & Profile Below)
24" Pipe in place
Ls ₵ Ln 785+66.67 P.R.C
16" Water
Ln ₵ Ls 0°06' C
Δ 0°28'
T 233.34
Instal 48" Conc Pipe - 350
Dr Exc 1,011 C.Y
Const Special Manhole
(For Details see Sh 2 B)
Install 48" Conc Pipe-252 (Extra Str.)
Dr Exc 700 C.Y.
+28
Ls ₵ Ln 790+33.34 P.T.
L 790+33.33 P.O.T (162' Rt ₵ Lt)
792+93.46 P.O.T.
City 0+34.95 P.O.T.
6-4 Underground Telephone Conduits
JACKSON ST.
Const R C DG Structure (Under Separate Contract)
ROAD
Const Type 2 Fence
Install 14 Gate
Relocate 16 Water Line (By Others)
Const. Type 2 Fence
Abandon 6 Water Line
Obliterate Exist Irrig Wier
164
114
785
790
24
3.4
+13
60
795
60
S 12°06' 50" E
12 Water
96 Sewer
Ele
R/W
R/W
Loose Riprap
Access Control Line
170
785
Const Road App to stream bed
Diversion WierS
233.00
+10
290
PARKING AREA
23°13' E
S 8°40' 49 E
R/W Line
125
125
50
S 1°54' 36 E
S 1°53' 10 W
Channel Change Easement
Abandon 6 Water Line
Relocate 6 Water Line By Others
Const Approach
Const Embankment
Widening for Parking Area
Const Approach to Fish Ladder
T-5-1(23) 28
30
19
125
+00
CREEK
Ch Ch
1°30' C R
Δ 17°24
T 534.50
Ch Ch
7°C R
Δ 7°00' 40
T 50.4
Exc. 1,125 C.Y.
Ground Line
F.L. Irrig Ditch
+0.1
+90 1333.44
+00 1333.04
1333.39
1340
1330
Lined Ditch
48" Pipe
781
785
788
PROFILE OF IRRIGATION DITCH & 48" PIPE
STA. 792+13
END OF PROJECT
B.M. 1355.70
High Corner Sewer M.H. Box Ly Jackson St Bridge 120' Rt of 793
+00 1383.21
+0.381
60,941 (Channel Change)
d gravel bed
Ground Line at ₵
+485 1328.0
+00 1336.0
739 .00
+0.2
+30
F.L. Channel Change
+0.1875
CHANGE RT.
785
1200' V.C
Sl. 2:1
Subgrade
Emb 112,650
Emb. 2,975 (Approaches & Parking Area)
785
790
795
799

Note
Sta 790+.0
Const Irrig Wier Rt
See Bridge Drwgs. Nos 16,112 thru 16,117

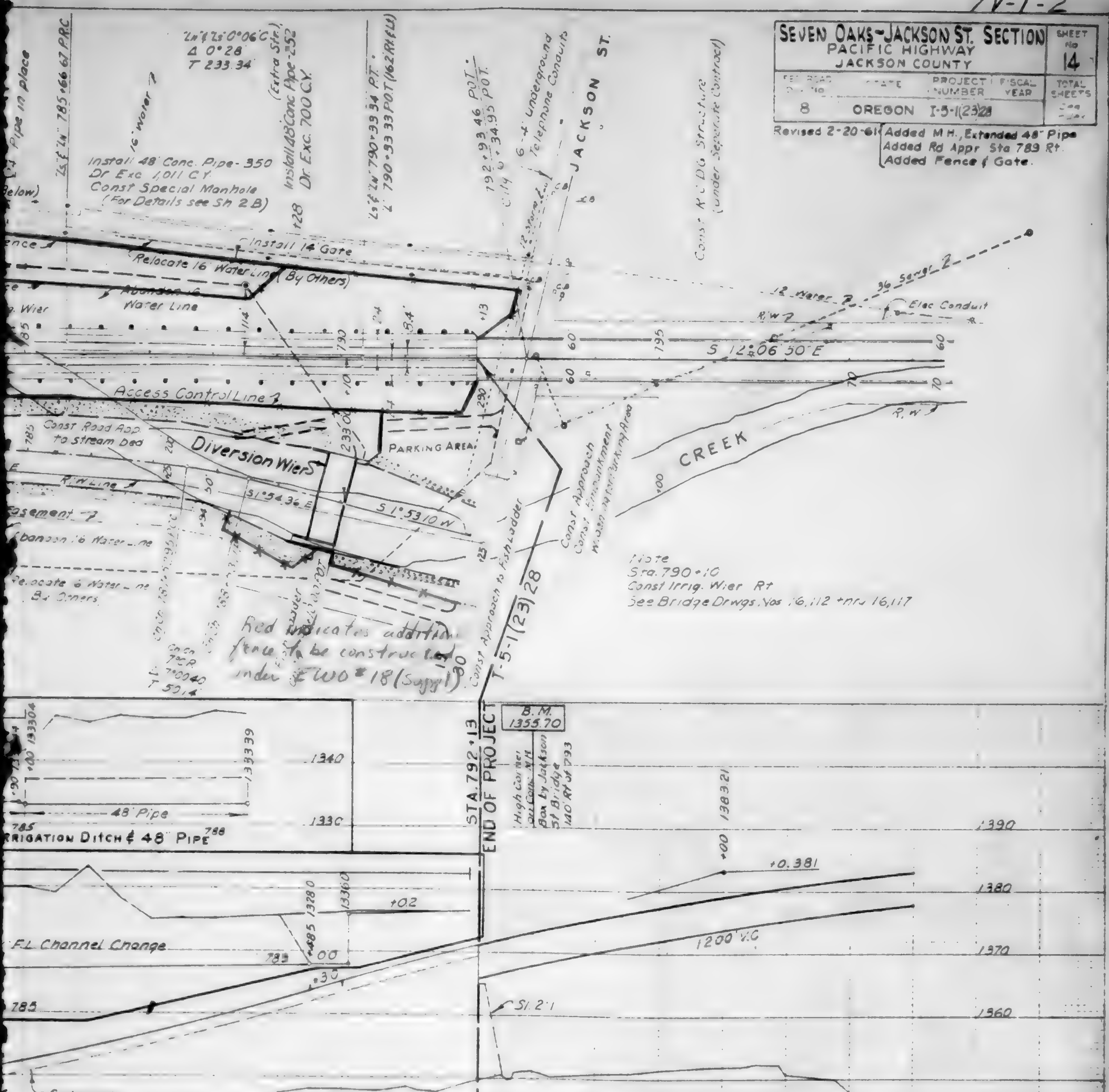
Red indicates additional fence to be constructed under EWO #18 (Sup. 1)

7V-1-2

SEVEN OAKS-JACKSON ST. SECTION
PACIFIC HIGHWAY
JACKSON COUNTY

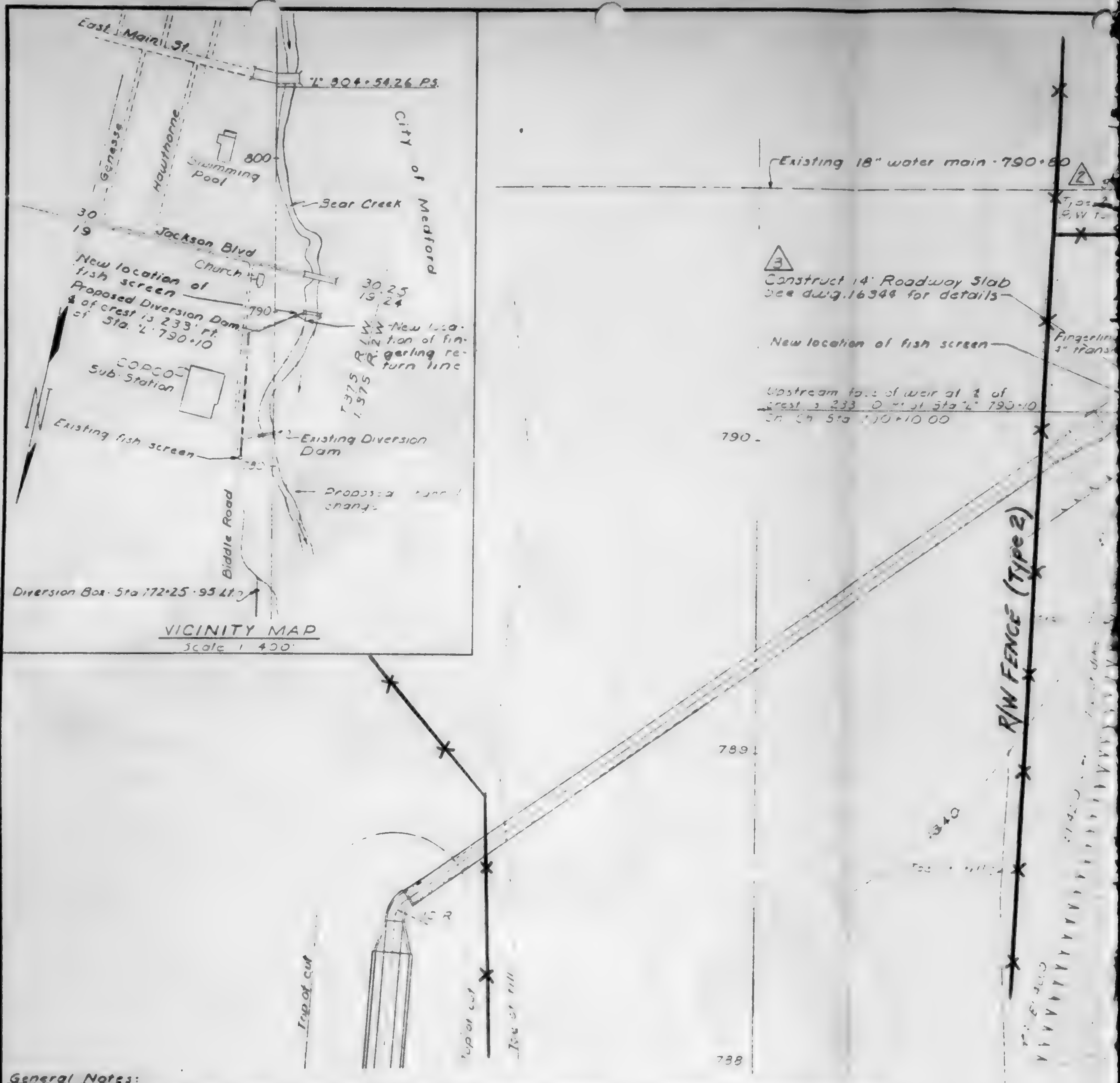
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No.	TOTAL SHEETS
8	OREGON	I-5-1(23)28		14	See [illegible]

Revised 2-20-61 Added M.H., Extended 48" Pipe
Added Rd Appr Sta 789 Rt.
Added Fence & Gate.


24" Pipe in place
(Below)
L s & L s 785+66.67 P.R.C.
L s & L s 0°06' C.
Δ 0°28'
T 233.34
16" Water
Install 48" Conc. Pipe - 350
Dr Exc 1,011 C.Y.
Const Special Manhole
(For Details see Sh 2 B)
(Extra Str.)
Install 48" Conc Pipe - 252
Dr. Exc. 700 C.Y.
L s & L s 790+33.34 P.T.
L 790+33.33 P.O.T. (162 Rt Ft)
792+93.46 P.O.T.
6-4" Underground Telephone Conduits
JACKSON ST.
Const R.C.D.G. Structure (Under Separate Contract)
Install 14' Gate
Relocate 16" Water Line (By Others)
Abandon 16" Water Line
Irrig. Wier
12" Water
36" Sewer
Elec Conduit
R/W
S 12°06'50" E
Access Control Line
Const Road App. to Stream Bed
Diversion Wier
Parking Area
R/W Line
Easement
S 1°54'36" E
S 1°53'10" W
Abandon 16" Water Line
Relocate 16" Water Line By Others
Const Approach to Fish Ladder
Const Approach
Const Embankment
Widen to form Parking Area
CREEK
T-5-1(23)28
STA. 792+13
END OF PROJECT
B.M. 1355.70
High Corner Of Conc. N.H. Box by Jackson St Bridge 140' Rt of 793
48" Pipe
Irrigation Ditch & 48" Pipe
F.L. Channel Change
1200' V.C.
+0.381
S1. 2:1
Subgrade
Emb. 2,975 (Approaches & Parking Area)
785
790
795
799
1330
1340
1360
1370
1380
1390

Note
Sta. 790+10
Const Irrig. Wier Rt
See Bridge Drwgs. Nos 16,112 thru 16,117

Red indicates additional fence to be constructed under EWO #18 (Suppl)



VICINITY MAP

Scale 1:400

East Main St.
"L" 804+54.26 P.S.
Genesse
Hawthorne
Swimming Pool
800
City of Medford
Bear Creek
30
19
Jackson Blvd
Church
New location of fish screen
Proposed Diversion Dam
℄ of crest is 233' rt. of Sta. "L" 790+10
790
30 25
19 24
New location of fingerling return line
T 37S R 1W
T 37S R 2W
COPCO Sub Station
Existing fish screen
Existing Diversion Dam
Proposed channel change
Biddle Road
Diversion Box Sta 772+25 95 Lt.
Existing 18" water main 790+80
2
3
Construct 14' Roadway Slab
See dwg. 16344 for details
New location of fish screen
Fingerlin
3" trans
Upstream face of weir at ℄ of crest is 233' 0" rt of Sta "L" 790+10
Ch. Ch. Sta 10+10.00
790
789
788
340
R/W FENCE (Type 2)
Type 2
R/W
10 R
Top of cut
Top of cut
Toe of fill

General Notes:

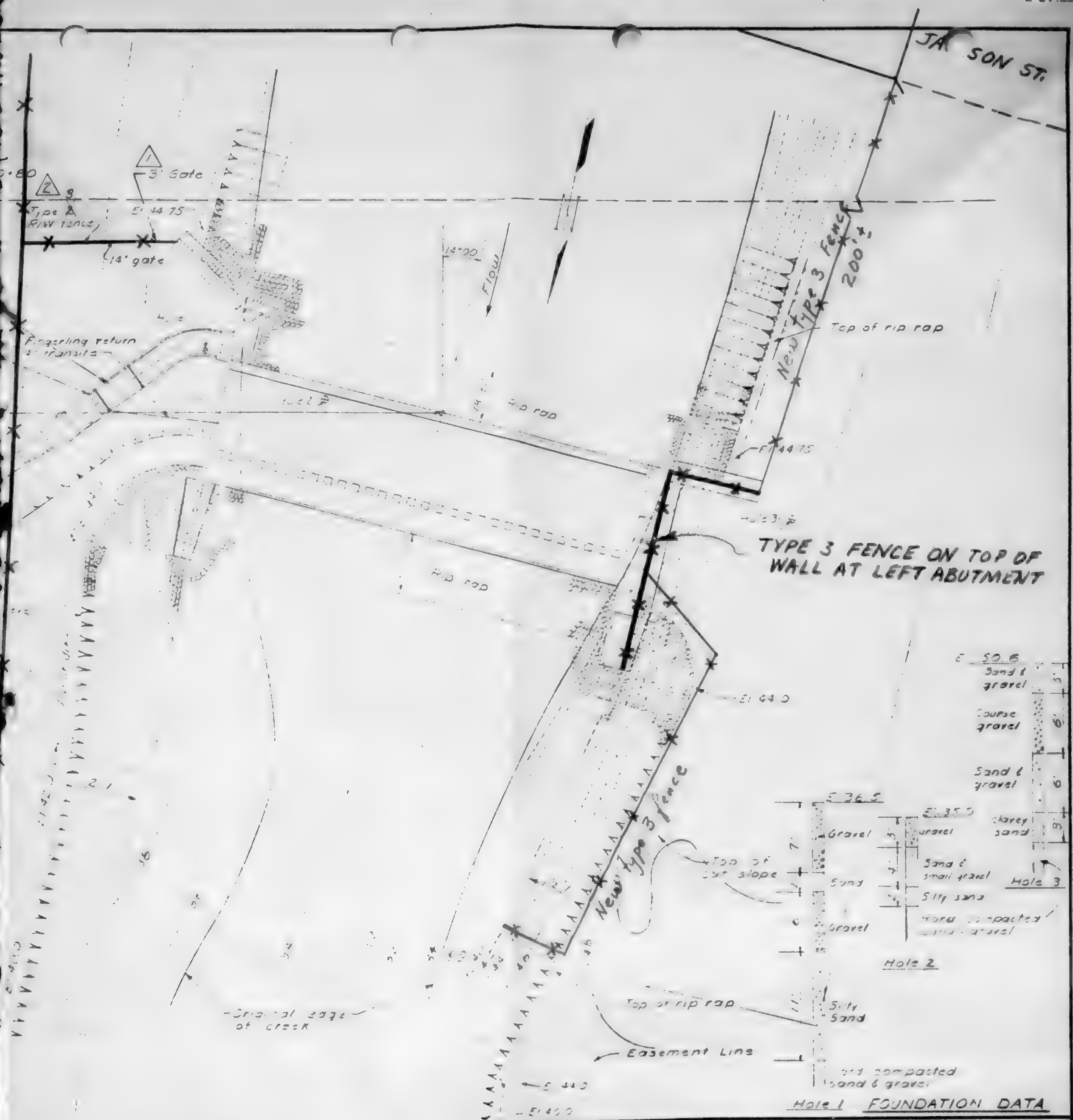
All concrete shall be class "A" and shall attain a breaking strength of 3300 psi in 28 days (fc=1320 psi).

All reinforcing steel shall be intermediate grade deformed bars. Bars #3-11 inclusive shall conform to ASTM specifications A305 and shall be lapped 20 bar diameters at all splices unless noted or shown otherwise. (fs= 20000 psi). All bars shall be placed 2" clear of nearest face of concrete unless noted or shown otherwise.

All structural steel shall conform to ASTM specifications A7. All anchor bolts, angles and exposed hardware to be galvanized after fabrication.

All material and workmanship shall conform to the specifications for bridges of the Oregon State Highway Commission.

contours of existing ground ---------------

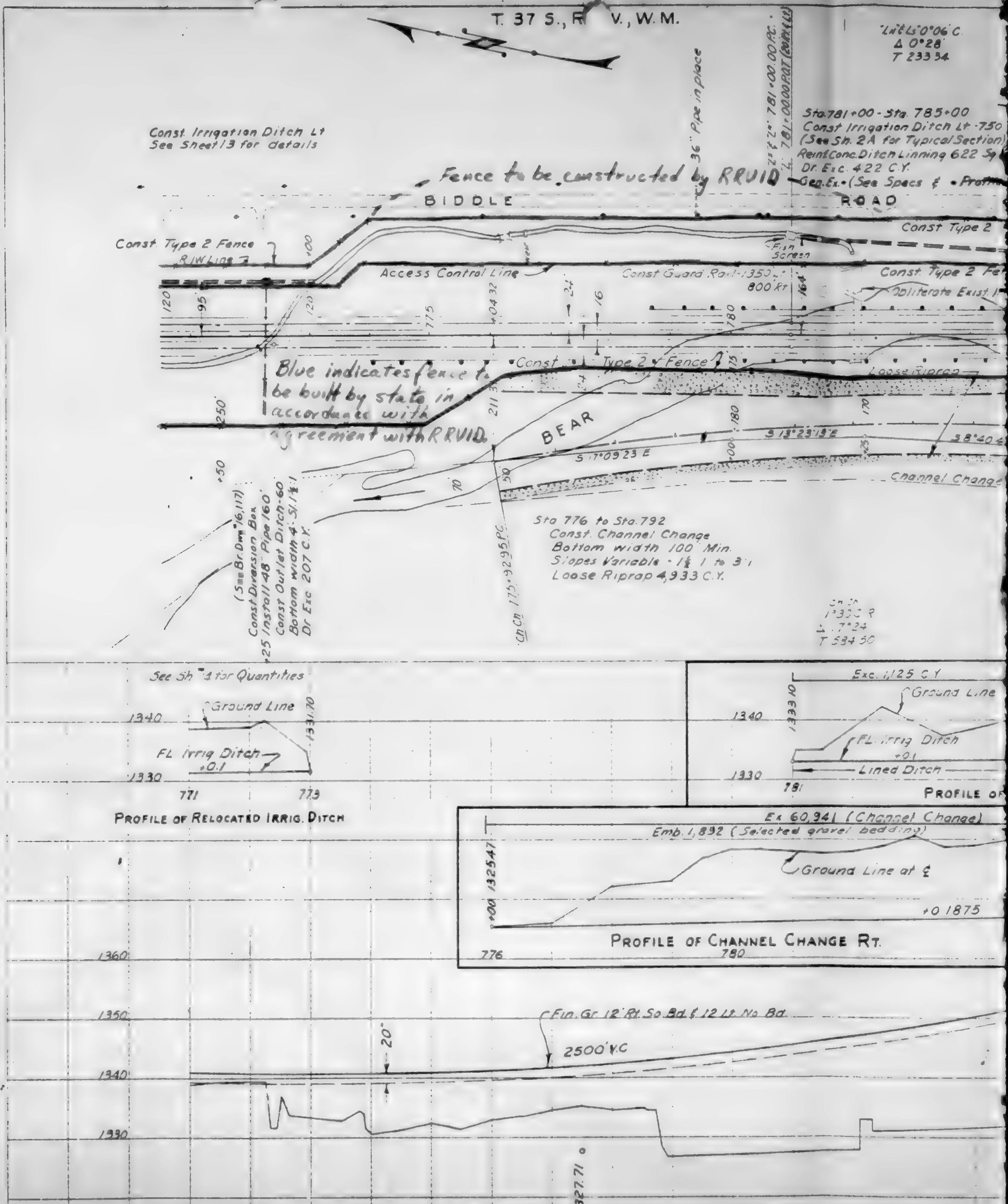

JA SON ST.
3' Gate
El 44.75
Type 3 R/W fence
14' gate
Flow
14'00"
Fingerling return & transition
Rip rap
New type 3 fence
200'±
Top of rip rap
El 44.75
TYPE 3 FENCE ON TOP OF WALL AT LEFT ABUTMENT
El 44.0
New type 3 fence
Top of cut slope
Original edge of creek
Top of rip rap
Easement Line
El 44.0
El 50.6
Sand & gravel
Course gravel
Sand & gravel
Clayey sand
Hole 3
El 36.5
Gravel
Sand
Gravel
Silty Sand
Hard compacted sand & gravel
Hole 1
El 35.0
Gravel
Sand & small gravel
Silty sand
Hard compacted sand & gravel
Hole 2
FOUNDATION DATA

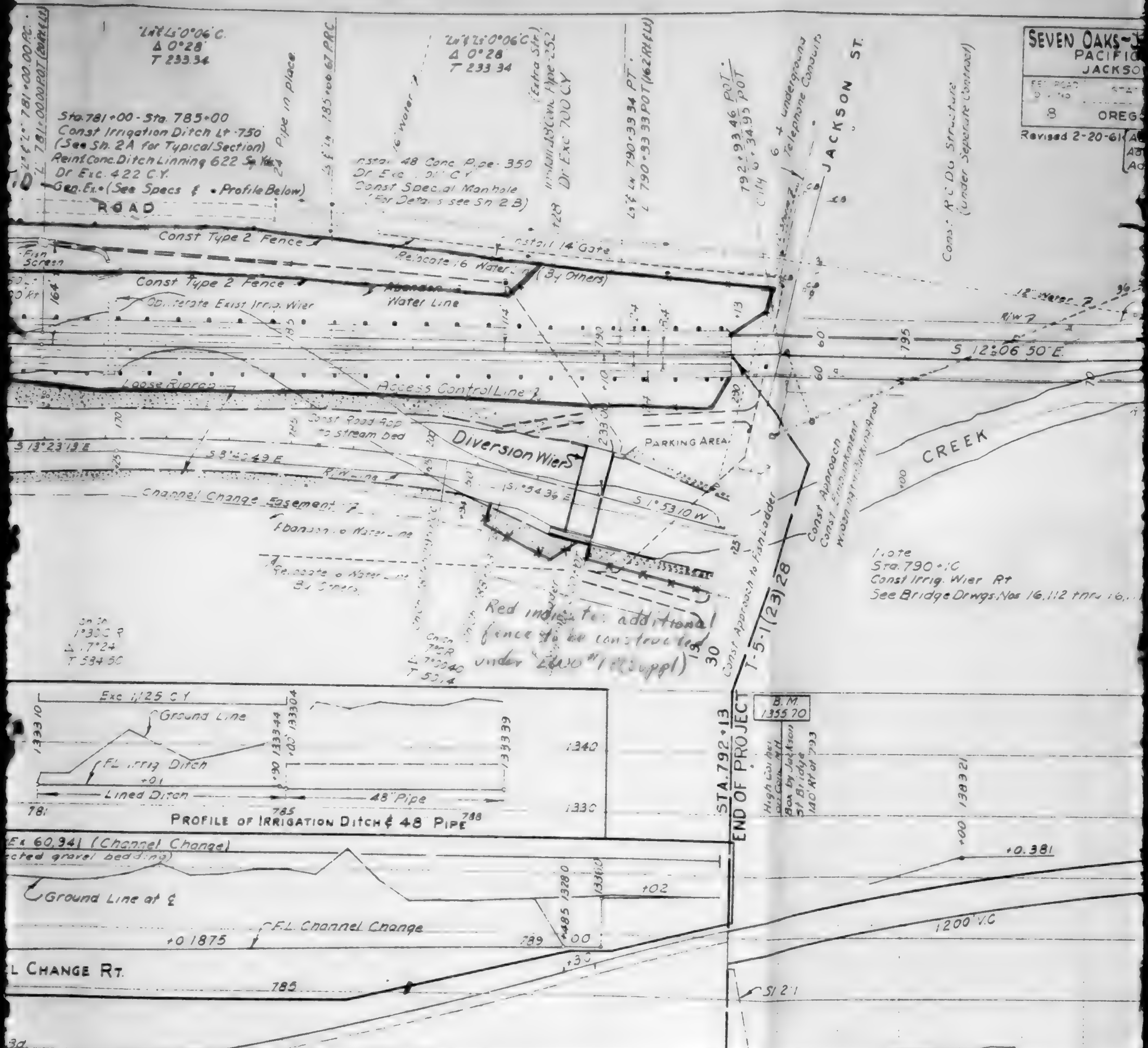
GENERAL LAYOUT
Scale: 1" = 20'

1-17-61 3 Roadway slab
2 Type 3 fence
1 3' Gate added
Revised 12-2-60 Dwg. Nos. added

APPROVED: BRIDGE ENGINEER ASST STATE HIGHWAY ENGINEER STATE HIGHWAY ENGINEER	OREGON STATE HIGHWAY DEPARTMENT BRIDGE DIVISION
	DIVERSION WEIP SEVEN OAKS - JACKSON STREET SECTION PACIFIC HIGHWAY — JACKSON COUNTY
	GENERAL LAYOUT
DESIGNED MAC CHECKED DRAWN MAC CALC. BOOK 525	DATE 8-23-60 BRIDGE NO 8816 ACCOMPANIED BY DWGS 16113 thru 16117 16343, 16344
	SHEET ... OF 6 DRAWING NO. 16112

Bridge Details Checked


T. 37 S., R V., W.M.
Const. Irrigation Ditch Lt
See Sheet 13 for details
36" Pipe in place
781+00.00 P.C.
781+00.00 P.O.T.
"Ln" Ls 0°06' C.
Δ 0°28'
T 233.34
Sta. 781+00 - Sta. 785+00
Const Irrigation Ditch Lt. 750
(See Sh. 2A for Typical Section)
Reinf. Conc. Ditch Linning 622 Sq
Dr. Exc. 422 C.Y.
Gen. Ex. (See Specs & Profi
Fence to be constructed by RRVID
BIDDLE
ROAD
Const. Type 2 Fence
R/W Line
Const Type 2
Fish Screen
Access Control Line
Const. Guard Rail - 1350
800' Rt
Const. Type 2 Fe
Obliterate Exist. I
Const. Type 2 Fence
Loose Riprap
Blue indicates fence to be built by state in accordance with agreement with RRVID.
BEAR
S 17°09'23" E
S 13°23'13" E
S 8°40'4
Channel Change
(See Br. Dwg 16,117)
Const Diversion Box
+25 Install 48" Pipe 160
Const Outlet Ditch - 60
Bottom width 4' Sl. 1½:1
Dr Exc 207 C.Y.
Ch Cn 775+92.95 P.C.
Sta 776 to Sta. 792
Const. Channel Change
Bottom width 100' Min.
Slopes Variable - 1½:1 to 3:1
Loose Riprap 4,933 C.Y.
Ch Cn
1°30' R
Δ 7°24'
T 584.50
See Sh. 1 for Quantities
Ground Line
FL Irrig Ditch
+0.1
1331.70
1340
1330
771
773
PROFILE OF RELOCATED IRRIG. DITCH
Exc. 1,125 C.Y
Ground Line
1333.10
FL Irrig Ditch
+0.1
Lined Ditch
781
PROFILE OF
Ex 60,941 (Channel Change)
Emb. 1,892 (Selected gravel bedding)
Ground Line at ℄
1325.47
+0.1875
PROFILE OF CHANNEL CHANGE RT.
776
780
1360
1350
1340
1330
Fin. Gr. 12' Rt. So. Bd. & 12' Lt. No. Bd.
2500' V.C
20'
150 1327.71
Ex 89
Emb. 112,650
771
775
780

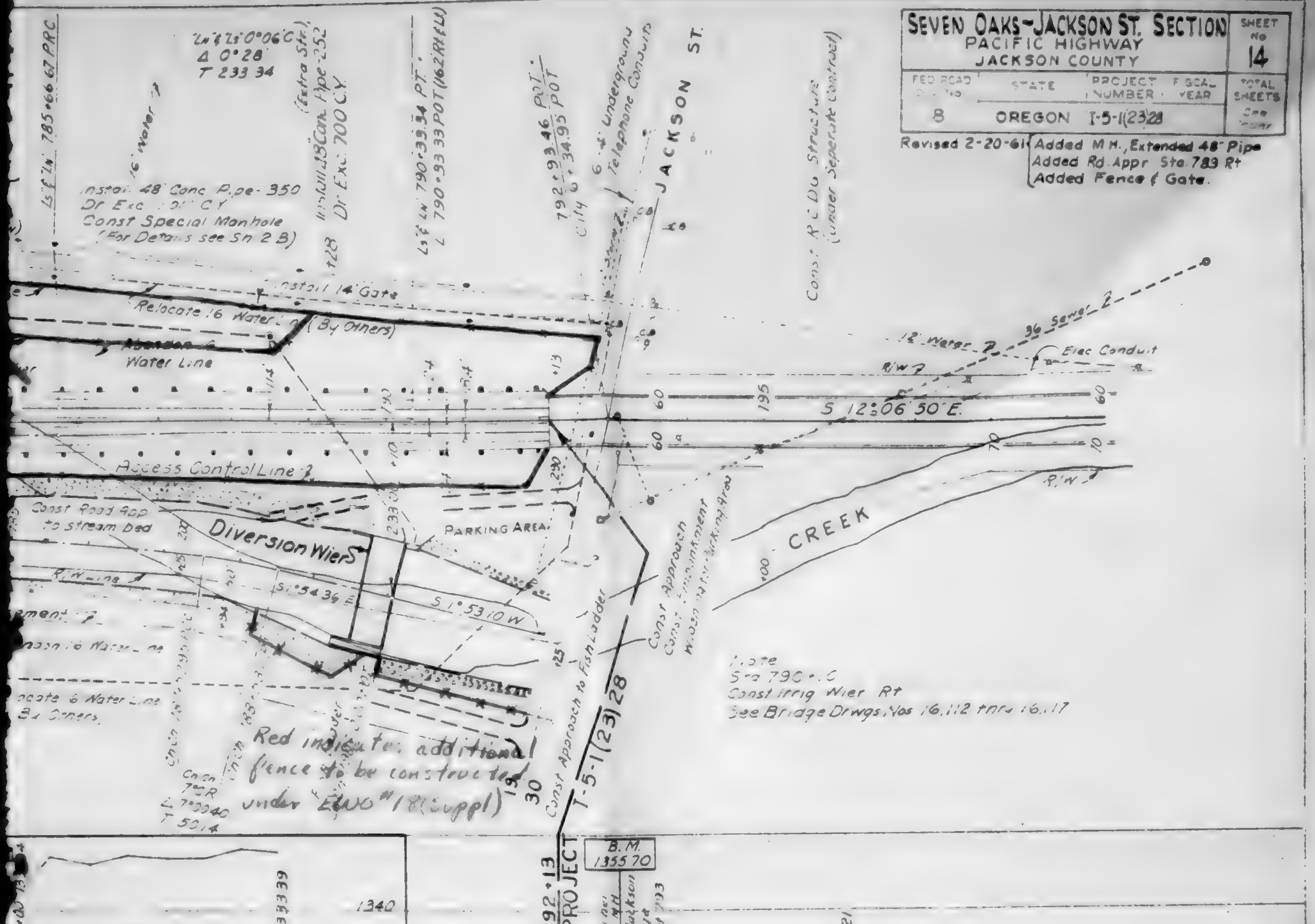

SEVEN OAKS-
PACIFIC
JACKSO
8
OREG
Revised 2-20-61
Int. Ln's 0°06'C.
Δ 0°28'
T 233.34
Sta. 781+00 - Sta. 785+00
Const Irrigation Ditch Lt. 750'
(See Sh. 2A for Typical Section)
Reinf. Conc. Ditch Linning 622 Sq. Yds.
Dr Exc. 422 C.Y.
Gen. Ex. (See Specs & Profile Below)
24" Pipe in place
ROAD
Const Type 2 Fence
Const Type 2 Fence
Fish Screen
Obliterate Exist Irrig. Wier
Relocate 16" Water Line (By Others)
Abandon Water Line
Install 14' Gate
Install 48" Conc. Pipe 350'
Dr Exc. 700 C.Y.
Const Special Manhole
(For Details see Sh. 2B)
16" Water
Extra Str.
Install 48" Conc. Pipe 252'
Dr Exc 700 C.Y.
792+93.46 P.O.T.
C.L. 14 6', 34.95 P.O.T.
6-4" Underground Telephone Conduits
JACKSON ST.
JACKSON ST.
Const. R.C. Dbl. Structure (Under Seperate Contract)
12" Water
R/W
S 12°06'50"E
795
60
60
Loose Riprap
Access Control Line
Const Road App to Stream Bed
Diversion Wier
PARKING AREA
S 13°23'13"E
S 8°42'49"E
R/W Line
Channel Change Easement
S 1°54'36"E
S 1°53'10"W
Abandon 16" Water Line
Relocate 16" Water Line By Others
Const Approach to Fish Ladder
Const Approach
Const Embankment
Widening for Parking Area
CREEK
Note
Sta. 790+10
Const Irrig. Wier Rt
See Bridge Drwgs. Nos 16,112 thru 16,
Red indicates additional fence to be constructed under "Zoo" (R. Suppl)
1°30'C R
Δ 7°24'
T 53.50
T-5-1(23)28
30
13
STA. 792+13
END OF PROJECT
B.M.
1355.70
High Col. Bolt on Gen. M.H. Box by Jackson St. Bridge 140' Rt of 793
Exc 1,125 C.Y.
Ground Line
FL Irrig. Ditch
Lined Ditch
48" Pipe
1333.10
1333.44
1333.04
1333.39
1340
1330
781
785
788
PROFILE OF IRRIGATION DITCH & 48" PIPE
Ex. 60,941 (Channel Change)
Selected gravel bedding
Ground Line at ℄
F.L. Channel Change
+0.1875
+.485
1328.0
1336.0
+02
789
00
+30
L CHANGE RT.
1388.21
+0.381
1200' V.C.
Sl 2:1
Subgrade
Emb. 112,650
Emb. 2,975 (Approaches & Parking Area)
785
790
795

7V-1-2

SEVEN OAKS-JACKSON ST. SECTION
PACIFIC HIGHWAY
JACKSON COUNTY

FED ROAD DIV NO	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET NO	TOTAL SHEETS
8	OREGON	I-5-1(23)28		14	See Cover

Revised 2-20-61 Added M.H., Extended 48" Pipe
Added Rd. Appr. Sta. 783 Rt
Added Fence & Gate.


Ls & Ln 785+66.67 PRC
Ln & Ls 0°06' C
Δ 0°28'
T 233.34
16" Water
Install 48" Conc Pipe - 350
Dr Exc 1000 CY
Const Special Manhole
(For Details see Sh 2 B)
Install 48" Conc Pipe 252 (Extra Str.)
Dr Exc 700 CY
Ls & Ln 790+33.34 PT
L 790+93.33 POT (162 Rt & Lt)
792+93.46 POT
C 14 0+34.95 POT
6-4" Underground Telephone Conduits
JACKSON ST.
Const R.C. Du Structure (Under Seperate Contract)
Install 14' Gate
Relocate 16" Water Line (By Others)
Abandon Water Line
12" Water
36" Sewer
Elec Conduit
R/W
S 12°06'50" E.
Access Control Line
Const Road App to Stream Bed
Diversion WierS
PARKING AREA
R/W Line
S 1°34'36" E
S 1°53'10" W
Relocate 16" Water Line
Relocate 6" Water Line By Others
CREEK
Const Approach
Const Embankment
Widen Parking Area
Note
Sta 790+00
Const Irrig Wier Rt
See Bridge Drwgs. Nos 16,112 thru 16,117
Red indicates additional fence to be constructed under EWO #1(8 Suppl)
Const Approach to Fish Ladder
I-5-1(23)28
STA. 792+13
END OF PROJECT
B.M. 1355.70
High Corner of Conc M.H. Box by Jackson St Bridge 13C Rt of 793
1383.21
1340
1330
48" Pipe
IRRIGATION DITCH & 48" PIPE
1390
1380
1370
1360
+0.381
+00
200 V.C
+02
1328.0
789
+30
S1.2:1
Channel Change
Subgrade
Emb. 2,975 (Approaches & Parking Area)
785
790
795
799

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 26, 1962

SUBJECT: Fencing at Bear Creek
Diversion Weir
Seven Oaks-Jackson St. Section
Pacific Highway
Contract No. 5831

To:

Mr. R. L. Porter
Assistant State Highway Engineer
BUILDING

On April 4, 1962, Mr. Robert Duff of the City of Medford wrote to our resident engineer on this project requesting additional fencing on the west bank of Bear Creek to keep children away from the fish ladder which was constructed by us as part of the irrigation facility. Our resident engineer prepared a plan of fencing which would accomplish the intended purpose. This plan is shown on the attached plan sheets for the project.

A copy of Mr. Duff's letter was sent to Mr. Frank Van Dyke, attorney for Rogue River Valley Irrigation District. On April 11, Mr. Van Dyke wrote a letter to Mr. Cooper requesting additional fencing in this same area. Mr. Van Dyke makes the statement that the agreement requires fencing of the backed-up portion of the stream. This statement cannot be substantiated in that the only requirement insofar as construction is concerned is that the weir and appurtenant facilities shall be constructed as shown on the attached plan. No fencing was shown on the plans along the banks of Bear Creek upstream from the weir.

This matter was discussed with Mr. Mills and Mr. Martin of the Bureau of Public Roads and they agreed that it was definitely desirable to construct this additional fence.

A conference was held in Medford on the site with Mr. Chandler and Mr. McCormick of the Highway Department, Mr. Van Dyke and Mr. Sexton of the Rogue River Valley Irrigation District, Mr. Duff of the City of Medford, and Lt. Mullen of the Medford Police Department. The location of the fence as originally submitted by Mr. McCormick was approved by all concerned. The District also requested that Type 3 fence be constructed along the east bank of the creek from Jackson Street to McAndrews Road, but this was not considered necessary by either the City or the State. The City suggested some type of obstruction on top of the low wall which separates the fish ladder from the main overflow section of the weir. This was strenuously objected to by the District due to the fact that their employees

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OFFICE OF
STATE HIGHWAY ENGINEER

use this wall when cleaning out the trash from the weir. This objection was concurred in by the State and the Bureau of Public Roads.

A supplemental Order for Extra Work in the amount of $500 has been submitted, was approved in this office on April 25, and verbal approval was given by the Bureau of Public Roads.

A rough draft of a letter to Mr. Van Dyke is attached.

F. D. Morgan
Construction Engineer

By FB Klaboe
F. B. Klaboe
Assistant Construction Engineer

CHB:fp

Attachment

cc C. G. Polk
L. R. Chandler

April 16, 1962

Mr. Frank J. Van Dyke
Attorney at Law
110 East Sixth Street
Medford, Oregon

Dear Mr. Van Dyke:

Reference is made to your letter of April 11 concerning a possible hazard that may exist because of the construction on Interstate 5 in Medford.

We will look into this matter immediately and assure you that we will carry out all terms of the agreement with the Rogue River Irrigation District. After we have had an opportunity to examine the situation, we will advise you again.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc G. S. Paxson
R. L. Porter
Victor D. Wolfe
F. D. Morgan

RLP:ajw fn

Salem, Oregon
April 13, 1962

Diversion Dam near
Jackson Street on
Interstate Route 5

Mr. F. D. Morgan
Construction Engineer
Office

Attached is a copy of a letter from Mr. Frank J. Van Dyke concerning an alleged hazard in connection with our construction on the highway.

Please have this matter investigated immediately and take whatever action is necessary to fulfill the terms of our agreement with the irrigation district. If some other safety measure is warranted that is not covered by this agreement, please discuss the matter with me.

This matter is urgent and it is requested that it have priority in handling.

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

cc Forrest Cooper

Attachment

VAN DYKE, DELLENBACK & McGOODWIN
ATTORNEYS AT LAW
110 E. SIXTH STREET
MEDFORD, OREGON

FRANK J. VAN DYKE
JOHN R. DELLENBACK
JAMES V. McGOODWIN
JOHN L. DUBAY

TELEPHONE
SPRING 3-5268

April 11, 1962

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon

Re: Diversion Weir, Bear Creek
Near Jackson Street
Medford, Oregon, Interstate
Highway No. 5

Dear Sir:

As a part of the construction of Interstate Highway No. 5 and the relocation of Pacific Highway through Medford, Oregon, an agreement was made, last year, between the Rogue River Valley Irrigation District and the State Highway Commission for a relocation of the District's diversion weir across Bear Creek, some distance north of the Jackson Street bridge, Medford, Jackson County, Oregon. This involved the placing of a diversion weir some distance up stream and south of its previous location and the re-alignment of the ditches and other structures of the irrigation district.

This agreement, among other things, requires the State Highway Department to properly fence off the backed-up portion of the stream above the diversion weir, as it is recognized as an attractive nuisance and a hazard, particularly to small children. The District has been officially notified by the local police department that due to the lack of adequate fencing, great difficulty has been experienced in keeping children out of the area and away from this hazard. Yesterday, an 18-month old child was drown in an irrigation ditch and this serves to again call the public's attention to some of the inherent danger of irrigation projects in close proximity to populated areas.

These matters have been called to the attention of your local engineer and they have indicated sympathy with them but we are concerned about the possibility of an administrative foul-up due to the number of persons involved and referral from one to another. It would be appreciated if this problem would be placed in the hands of one of your staff with specific instructions to carry out the commitments of the contract and particularly that providing safeguards which would keep the general public out of the danger area. The new diversion dam is quite close to the Jackson Street bridge, Hawthorne Park and the Sears Shopping Center.

Porter

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OREGON
STATE HIGHWAY COMMISSION

NOTED
R. L. PORTER

It is a possibility that neither the highway department nor the representatives of the irrigation district had any idea that there would be so many people in the vicinity of this project, upon its completion, as now appears to be the case. This increased number of persons brings attendant dangers to children and others who might be attracted to the dam and ditch area.

In the light of present circumstances and future needs, it becomes increasingly apparent that the entire area should be adequately fenced off. We respectfully submit that a need for fencing arises from the highway project and from no other cause and that therefore, the cost must be borne by the State Highway Department in this instance. The irrigation works as they previously existed were sufficiently removed from populated areas to afford little, if any, hazard.

Your cooperation in this matter is earnestly solicited and will be greatly appreciated.

Sincerely,

VAN DYKE, DELLENBACK & McGOODWIN

Frank J. Van Dyke

Frank J. Van Dyke, Attorney for
Rogue River Valley Irrigation District

md
cc: Harold Sexton
Jack McCormick
Charles Champlin

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APR 26 1962
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

1-5-1(24) 28

4431

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 24, 1962

Mr. Holly Holcomb, Deputy Sup't.
Department of State Police
107 Public Service Bldg.
Salem, Oregon

Dear Mr. Holcomb:

Effective 8:00 a.m., Monday, April 23, permission was granted for the establishment of a 25 MPH construction speed zone on the Seven Oaks-Jackson Street Project of the traveled route of the Pacific Highway between M.P. 301.7 and M.P. 303.0.

Very truly yours,

Tom Edwards
Assistant State Highway Engineer

By J. Al. Head

J. Al. Head
Assistant Traffic Engineer

pk
bc: Tom Edwards

NOTED
TOM EDWARDS

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STATE HIGHWAY ENGINEER

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FORM E-30X—8CM—6-61—36662

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 9, 1962

SUBJECT: Seven Oaks-Jackson Street Section

To: Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

You recently submitted a breakdown of the sawing costs provided by Mr. Rod Miller, Medford area manager for the contractor on this project. Mr. Miller sought to justify a cost of 44¢ per lineal foot. I enclose a copy of a letter and a price analysis prepared by our Cost Analyst. You will note that the maximum he can establish for this sawing is $0.347 per foot. We believe that we could spring this to 35¢, but could go no higher. Please check again with Mr. Miller and see if he will reduce his price to this figure.

F. D. Morgan
Construction Engineer

By F B Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh
encs.

cc: R. L. Porter ✓

NOTED
R. L. PORTER

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5831

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 27, 1962

SUBJECT: Complaint of Elmer W. Rausch

To: Mr. L. I. Lindas
Chief Counsel

OFFICE

Attention: Mr. D. H. Moehring

Enclosed find copies of letters from Resident Engineer McCormick and Assistant Division Engineer Putnam along with a sketch map and group of 5 pictures, all dealing with Mr. Rausch's complaint that his property has been damaged by our work on the Seven Oaks-Jackson Street Section of the Pacific Highway.

Our men state that the drainage complaint can be remedied with the installation of a small piece of pipe and I am instructing them (by a copy of this letter) to take care of this as soon as possible. They also state that Mr. Rausch's approaches will be paved this year and that this will materially help the situation.

There appears to be nothing else we can do to help the situation as the grade is fixed due to the proximity of a structure over the freeway.

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh
encs.

cc: L. R. Chandler
Attn: J. F. Putnam
R. L. Porter

NOTED
R. L. PORTER

FORM 2-90 [illegible] 6-61 36661

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 23, 1962

SUBJECT: Assignment 114-K
Complaint of Elmer W. Rausch
Seven Oaks-Jackson Street Section
Pacific Highway
Contract No. 5831

To: F. D. Morgan
Construction Engineer
Salem, Oregon

Attention: Fred Klaboe

Forwarded herewith is a copy of a report on subject complaint as received from Resident Engineer Jack McCormick, along with a sketch and pictures depicting the condition of Mr. Rausch's road approach. During the reconstruction of the Table Rock Road, additional width was required to bring this section of road to standard that was therefore necessary to steepen Mr. Rausch approachs in addition to raising the grade of the road.

As stated in Mr. McCormick's letter, the southerly driveway was raised approximately 11/10 feet for the northerly driveway approximately 2 4/10 feet. The only drainage which enters the property is from the road bed proper and no change of drainage conditions was made by the reconstruction with the exception that the water coming off the approach was not able to drain back into the road side ditch readily. Mr. McCormick states that the situation can be corrected by installation of six feet of 8" pipe and we recommend that this be done. The driveways will be paved this coming summer during regular paving operations.

As to Mr. Rausch's complaint of drainage due to the grade change, I do not believe that this change is sufficient to cause substantial depreciation in the value of the property.

J F Putnam
J. F. Putnam
Ass't Division Engineer

JFP:lf
Attach.

CONSTRUCTION DIVISION
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MAR 26 1962
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CE ACE ACE COE

FORM E-30X 50M 7-60 29396

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon
March 22, 1962

SUBJECT: Complaint of Elmer W. Rausch
Seven Oaks - Jackson St. Sect.
Pacific Highway, Jackson Co.
Contract No. 5831

To: L.R. Chandler,
Division Engineer
Roseburg, Oregon

Attention: J.F. Putman, Ass't Division Engr.

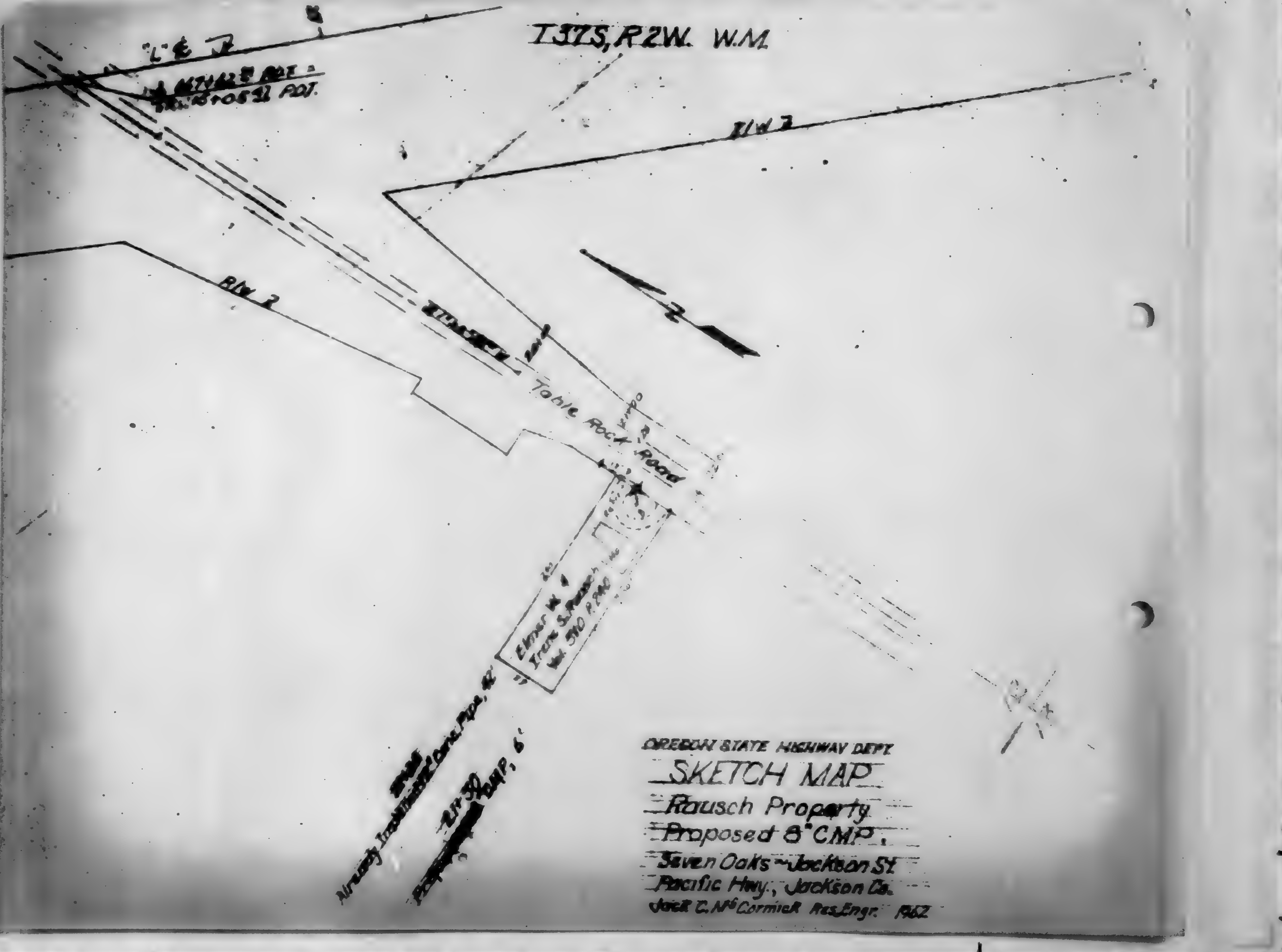
Mr. Stanley C. Jones, Attorney for Mr. Elmer W. Rausch, was contacted by telephone on March 21, 1962. Mr. Jones granted permission to discuss the complaint directly with Mr. Rausch. Mr. Rausch was contacted on the evening of March 21, 1962. Mr. Rausch made the following comments: The grade of Table Rock Rd. was raised in front of his property and the reconstruction of his Northerly drive has caused water to stand in his front yard. The slope on both drives has been increased making access difficult. Mr. Rausch stated he has had his property appraised and the change in grade has depreciated the value of his property and he wants to be compensated for this.

The drainage situation can be corrected by installation of approximately 6' of 8" pipe. The property owner agreed to this and also requested that his drives be paved. The contract calls for this and can be done. The change in grade of Table Rock Rd. at station 21+90 and 21+29 is 0.8' and 2.3' respectivley. These stations are the Southerly and Northerly boundaries of the property in question. The grade of the Southerly approach is 10% withaa rise of 1.1' in 11'. The Northerly drive has a grade of 10.9% with a rise of a 2.4' in 22'. Both approaches are satisfactory in my estimation.

Pictures and a sketch of the property in question are enclosed.

Jack C. McCormick
Jack C. McCormick
Resident Engineer

JCM/ew
enc


T37S, R2W. W.M.
"L" ℄ ℞
R/W ℞
R/W ℞
Table Rock Road
Elmer W. &
Irene S. Rausch
Vol. 510 P. 280
Already Installed Conc. Pipe, 12"
Lt. 30
CMP, 6"
Sta. 10+05.21 POT.

OREGON STATE HIGHWAY DEPT.
SKETCH MAP
Rausch Property
Proposed 8" CMP.
Seven Oaks – Jackson St.
Pacific Hwy., Jackson Co.
Jack C. McCormick Res. Engr. 1962

RECEIVED
MAR 16 19
4/31

FORM CD-121
10-22-59

UNITED ST ES GOVERNMENT

Memorandum

.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest L. Cooper, State Highway Engineer
Salem, Oregon

DATE: March 14, 1962

Copies
Nixon & Young
3-16-62

G Polk

FROM : C. G. Polk, Division Engineer
08-35.4-DB Salem, Oregon

SUBJECT: Proposed Roadside Improvement Project
Seven Oaks-Jackson St. and 12th St.-North Ashland Sections
Pacific Highway

Your office has verbally inquired as to whether Federal funds will be approved for participation in the cost of installing irrigation systems at Crater Lake Highway and Barnett Road Interchanges of the proposed subject project.

Please be advised that, due to the extremely warm and dry weather normally prevailing in this area from late spring until early fall, this office will approve Federal funds for participation in the cost of the proposed irrigation systems.

For informational purposes in connection with roadside improvement projects, we will appreciate your furnishing us the following data:

(1) Total cost to date of Interstate projects completed and contract value of projects currently under construction less the cost of right-of-way and structures connected therewith.

(2) Total cost to date of completed roadside improvement projects and the contract value of such projects currently under construction.

RECEIVED
MAR
OFFICE OF
STATE HIGHWAY ENGINEER

29

RECEIVED
MAR 15 1962

FORM E-30X—50M—5-61—36882

5931

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 14, 1962

SUBJECT: **Seven Oaks-Jackson Street**

To:

Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

Reference is made to your note of March 9 concerning a request from Medford City Manager Duff that the State deed to the City excess property between McAndrews Road and Jackson Street lying between our access control line and Bear Creek. The City would then include this area in their Bear Creek Beautification program.

Please keep the matter in mind and bring it up again when our work in the area has been completed.

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
F. B. Klaboe
Assistant Construction Engineer

NOTED
G. S. PAXSON

FBK:fp

cc G. S. Paxson
R. L. Porter
Tom Edwards
W. T. Wright

RECEIVED
MAR 14 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 19 1962
FORM E-30X 50M 7-60 29396
FOR FILING
5831

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
March 9, 1962

SUBJECT: "YIELD RIGHT OF WAY" signs
Seven Oaks - Jackson Street Section
Pacific Highway No. 1 (I5)
Contract No. 5831

To:

F. D. Morgan
Construction Engineer
BUILDING

When the signing on the above named section was designed, the Interstate Sign Manual required that "YIELD RIGHT OF WAY" signs be installed on all on-ramps. Since that time, the manual has been revised and "YIELD RIGHT OF WAY" signs are no longer required. Will you please arrange to have these signs deleted from the contract instead of installing them and then masking them as was originally requested in a letter to the Resident Engineer on January 5, 1962. This will involve a reduction of quantities if the signs have not been already made.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

DPD:sm/mgm
cc: Tom Edwards

NOTED
TOM EDWARDS

RECEIVED
MAR 16 1962

FOR FILING
[illegible]

6431

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 6, 1962

Morgan

Please review and discuss with me

SUBJECT: Seven Oaks - Jackson St.
12th St. - North Ashland

To:
R. L. Porter
Asst. State Highway Engineer
Thru: P. M. Stephenson

BUILDING

Attached are the preliminary estimates and sketches for roadside improvement on the subject projects. We have included irrigation systems for the Crater Lake and Barnett Road Interchanges, which makes the total cost substantially greater.

There may be some question as to whether or not the Bureau will participate in the cost of the irrigation systems, therefore, we hesitate to spend much planning time on the design unless we have a tentative approval that the funds will be provided.

We should know as soon as possible so steps may be taken to have the appropriate water pipe crossings installed during the present grading and paving contract. The plans showing the locations of the crossings are all ready to go. We will not need any pipe crossings if irrigation systems are not approved.

Mr. Lee, City Water Department Engineer has informed us that he preferred we use water supplied by the local irrigation systems rather than operate from the city water system.

The Rogue River Valley Irrigation District can supply water from Bear Creek for the Crater Lake Interchange and along the highway to Jackson Street at $12.50 per year per acre. The Medford Irrigation District can supply water from Bear Creek for the Barnett Road Interchange at $16.00 per acre per year.

Mark H. Astrup
State Parks Superintendent

Attach.

Original returned to Morgan
with note and attachments
3-16-62

FORM CD-121
(9-22-59)

UNITED ST ES GOVERNMENT

Memorandum

S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage St. N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

4831

DATE: March 6, 1962

FROM : C. G. Polk, Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects I-5-1(9)44 Signing Changes
I-5-1(22)50
I-5-1(23)28 ✓
I-5-1(33)36

Mr. Morgan's letters, dated March 2, requested our approval of various changes in the contract signing on the subject projects. These changes were outlined on contract plan sheets attached to each submission.

This office concurs with the changes as outlined; however, the proposed changes suggested for Signs 10 and 13, plan sheet S 139, Project I-5-1(9)44, may present a confusing situation to a stranger in the area. It is recommended that this sign be changed to read " To US 99 " rather than " To Rogue R. Hwy ".

RECEIVED

FORM E-123-X 50M 6-61

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

5821

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 2, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Signing Revisions
Seven Oaks-Jackson Street Section
Pacific Highway
Project No. I-5-1(23)28

Dear Mr. Polk:

We are sending to you herewith revised detail sheets for the signing on this project. Your approval of these proposed changes is requested.

These changes have been discussed with Mr. Brooks of your office.

Very truly yours,

F. D. Morgan
Construction Engineer

By FBKlaboe
F. B. Klaboe
Assistant Construction Engineer

encs.

CHB:bjh

cc: R. L. Porter
F. B. Crandall

NOTED
R. L. PORTER

9

RECEIVED
MAR 1 1962
FORM E-30X—50M—6-61—36682
FOR FILING

5831

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
February 26, 1962

SUBJECT: **Signing Revisions**
Seven Oaks-Jackson Street Section
Pacific Highway No. 1 (I5)
Contract #5831

To:

F. D. Morgan
Construction Engineer
BUILDING

Attached are additional copies of the plans for the signing revisions, submitted January 11, 1962, for the above named section. At the time these plans were originally submitted, they had received preliminary approval from the Bureau of Public Roads. They are being submitted to you at this time for transmittal to the Bureau for formal approval.

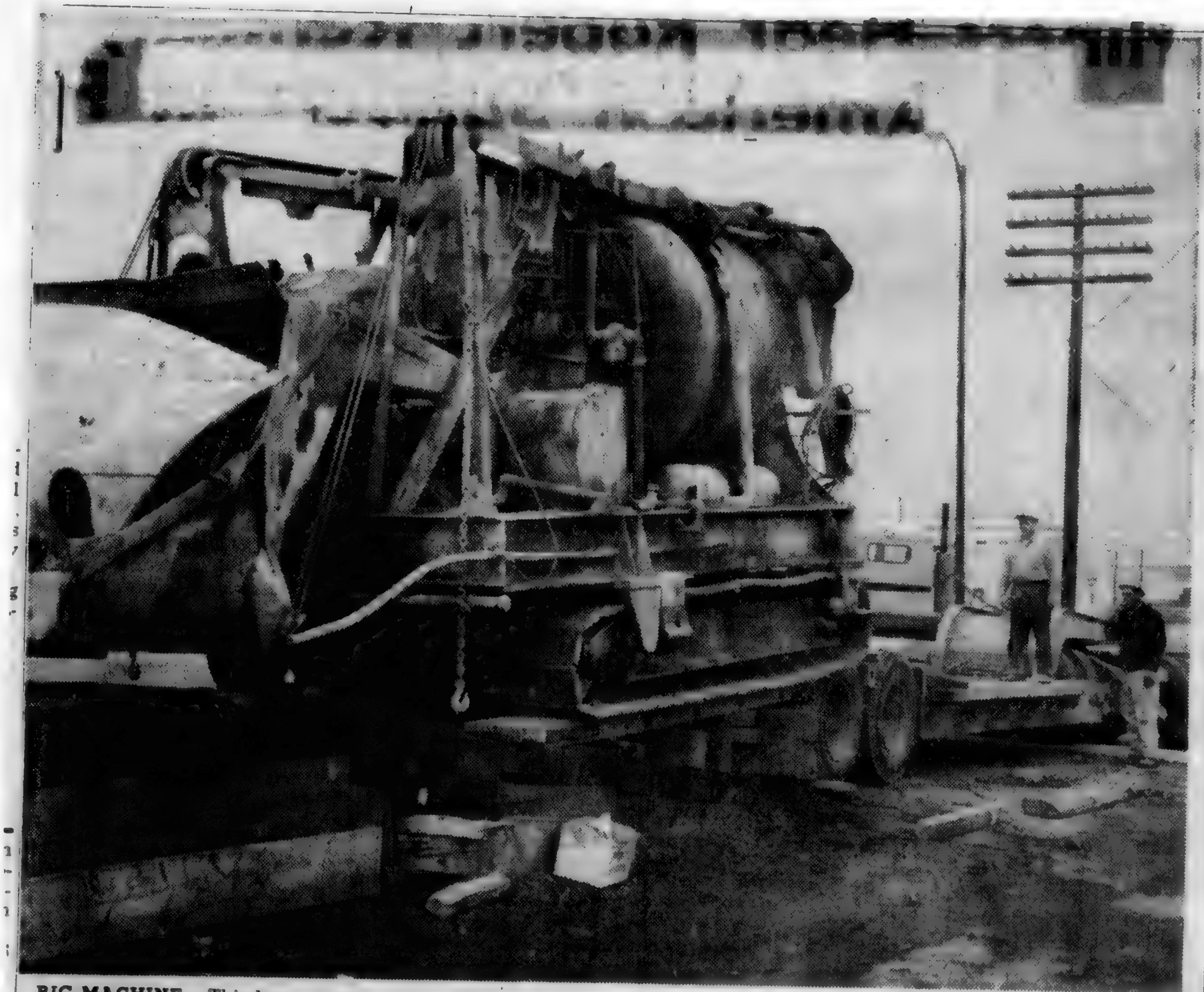
These revisions are to be made by Extra Work Order, as previously requested in the letter mentioned above.

F. B. Crandall
Traffic Engineer

DFD:mgm
Attachment
cc: Tom Edwards

NOTED
TOM EDWARDS

RECEIVED
FEB 27 1962
OFFICE OF
STATE HIGHWAY ENGINEER



BIG MACHINE – This large track-propelled cement mixer, shown above as it was being unloaded from a flat car at Eighth st. in Medford this morning, is one of the units that will be used to pave the Seven Oaks-Jackson st. section of the new freeway through southern Oregon. The two-drum mixer will be fed batches of dry mix cement from trucks and from there the cement will go to a concrete finishing machine which travels with the mixer. Paving on this section of the freeway is expected to start about April 15, according to a spokesman for Peter Kiewit and Sons, contractors. A special paving machine setup will be used to pave the viaduct through Medford, the spokesman said.

FORM E-30X—50M—6-61—36682

FOR FILING

5431

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 19, 1962

SUBJECT: Drainage Investigation
Medford Corp. Truck Crossing
Seven Oaks-Jackson St. Section
Pacific Highway
Jackson County

To: MEMO TO THE FILES

On Thursday, February 8, 1962, a meeting was held in the office of Mr. Russell J. Hogue of the Medford Corporation with the following people in attendance:

Mr. R. J. Hogue, Assistant Manager, Medford Corporation
Mr. A. C. Smith, Engineer, Medford Corporation
Mr. V. K. Thorpe, Engineer, City of Medford
Mr. D. C. Jackson, Assistant General Manager, Timber Products Co.
Mr. H. W. Sexton, Manager, Rogue River Valley Irrigation District
Mr. J. C. McCormick, Resident Engineer, O.S.H.D.
Mr. T. W. Litchfield, Utilities Liaison Engineer, O.S.H.D.

The problem as presented in the Memo to the Files dated December 22, 1961 was discussed at length and all parties indicated their willingness to participate in its solution. The irrigation district alleged that the runoff water was polluting the irrigation water, but had taken no samples to verify this allegation. After much discussion, it was decided that it was necessary to determine the degree of pollution before it could be decided if directing the flow into Bear Creek would cause unsafe pollution of Bear Creek. This would also determine if the system should be an open ditch or a closed sewer. The construction costs were estimated and reported in Mr. L. R. Chandler's letter of January 2, 1962 to be $6,169.16 for the open ditch design and $12,862.42 for the closed sewer design.

Therefore, it was decided to take samples of the contaminated water and send these to Charlton Laboratories for analysis. The samples were taken on February 8, 1962 and submitted to the lab on February 9. The Timber Products Companyagreed to take the initiative in this regard.

Further negotiations will resume when the results of these tests are known.

As a point of information, Mr. D. C. Jackson of Timber Products

NOTED

Company was killed in an automobile accident on February 10, 1962, and negotiations may be delayed on this account.

F. D. Morgan
Construction Engineer

By T. W. Litchfield
T. W. Litchfield
Utilities Liaison Engineer

TWL:fp

cc G. S. Paxson ✓
R. L. Porter
W. T. Wright
L. R. Chandler
J. C. McCormick

RECEIVED
FEB 20 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
EB 1 1962
FOR FILING

5731

January 31, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Re: Order for Extra Work No. 19
Seven Oaks-Jackson St. Sec.
Pacific Highway, Jackson County
Project No. I-5-1(23)28

Dear Sir:

Supplementing our letter of January 26, 1962, submitting the subject work order for your approval, the following additional information is furnished upon request from your office:

Failures have occurred in concrete paving slabs where the slab rests on a ledge on the structure. The revision was made to provide additional reinforcing in the panel to preclude such failures.

The contractor would not agree to a set price which our Cost Analyst could justify, thus requiring the work to be done on force account basis.

We hope this will clear the work order for your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

DBP:mmb

RECEIVED
JAN 30 1962
FOR FILING

2431

January 30, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Supplementing our letter of January 23, 1962, submitting Order for Extra Work No. 18 for metal gates on the Seven Oaks-Jackson St. Section in Jackson County, Contract No. 5831, Project I-5-1(23)28, for your approval, the additional information is furnished:

The gate at 670+40 is through access control fence. It is to allow access for the City of Medford crews to a sewer manhole. This is a locked gate and was approved by the BPR in May, 1961.

The other gates and the fencing are covered in the agreement with the Rogue River Valley Irrigation District rather than the City. They are outside of the access control line and are to be constructed in accordance with the agreement with the Irrigation District.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

RECEIVED
FEB 1 1962
FORM E-30X—50M—6-61—36662
FOR FILING

5431

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 30, 1962

SUBJECT: Seven Oaks-Jackson Street Section
Pacific Highway No. 1 (I-5)
Contract No. 5831

To: Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

The attached copy of letter dated January 26, 1962, from F. B. Crandall, Traffic Engineer, with reference to a signing revision on type "R" Route Markers for the above project is self-explanatory.

Seven sheets of Drawing S7 detail sheet are also attached.

Will you please see this revision becomes a part of the plans and is carried out in construction. Price Agreements with the contractor should be obtained in all instances.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Field Construction Engineer

GLD:bjh

encs.

cc: Tom Edwards ✓

NOTED
TOM EDWARDS

RECEIVED
JAN 29 1962

FOR FILING

5831

January 26, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 19 covering the revision of panels at bridge ends on the Seven Oaks-Jackson Street Section of the Pacific Highway in Jackson County, Contract No. 5831, in connection with Federal-Aid Project No. I-5-1(23)28.

Since award of the contract, the placing of steel in concrete panels at bridge ends has been revised in accordance with Drawing S-319. This Order is to allow the contractor his extra costs in conforming to the new provisions.

This Order has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.
DBP:bb

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1962
FOR FILING

5831

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
January 26, 1962

SUBJECT: Signing Revision
Seven Oaks-Jackson Street Section
Pacific Highway No. 1 (I-5)
Contract #5831

To:

Frank Morgan
Construction Engineer
OFFICE

To provide greater clarity, the type "R" route markers, which are used on porcelain aluminum destination signs, have been revised as shown on the attached detail sheet. Would you please see that this sheet replaces the sheet that is bound in with the contractors plans for the above contract.

This change has received the preliminary approval of the Bureau of Public Roads.

It is estimated that this revision will result in a cost increase of $175.00.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

DFD:mgm
cc: Tom Edwards
Attachments

[illegible]
JAN [illegible]

NOTED
TOM EDWARDS

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JAN 25 1962
FOR FILING

[illegible]

5431

FORM E-30X—80M—6-61—38882

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 24, 1962

SUBJECT: Seven Oaks-Jackson St. Section
Pacific Highway
Contract No. 5831

To: Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

The attached copy of letter dated January 11, from F. B. Crandall, Traffic Engineer, regarding additional signing on the above project is self-explanatory.

Six copies of the plans (S132 through S135 and S194) and revised drawing S1 referred to in the letter are also attached.

Will you please make arrangements for installing these signs on an Extra Work Order under the existing contract.

F. D. Morgan
Construction Engineer

By G L Decker
G. L. Decker

GLD:bjh

encs.

cc: Tom Edwards ✓

NOTED
TOM EDWARDS

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JAN 31 1962
OFFICE OF
STATE [illegible]

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JAN 23 1962
FOR FILING

5831

January 23, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 18 covering fencing and gates on the Seven Oaks-Jackson Street Section of the Pacific Highway in Jackson County, Contract No. 5831, in connection with Federal Aid Project No. I-5-1(23)28.

The fencing and metal gates are called for in the agreement with the City of Medford.

Equipment rental rates will be in accordance with the State-A.G.C. agreement, and percentage allowance in accordance with the special provisions of this contract.

This work has been verbally recommended for approval by the Bureau of Public Roads Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Encls.

RECEIVED
[illegible] 1962
FOR FILING
FORM 230—20M—8-56—96654
5831

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 15, 1962

SUBJECT: Concrete Material
7 Oaks - Jackson St.

To:
Jack McCormick
Resident Engineer
Medford, Oregon

Twenty eight day strength tests have been made on five different mixtures using subject material produced by Peter Kiewit Sons' Co. The mixtures varied from use of clean material, obtained from the end of the belt, to extremely dirty material, obtained from the haul track on the stock pile.

The first three batches, A, B, and C, were based on a cement content of 5.8 sks. per cu. yd. at a W/C of .77. More water was required in the mixing, however, to obtain the desired slump with a resultant yield less than that designed. Two more batches were mixed with the cement content increased to 5.67 for batch D, and to 6.01 for batch E.

No correction was made for the fines in the dirty aggregates in the weight proportions.

Gradation of the coarse aggregates, mixture proportions, and test results for each of the fine batches were as follows;

Batch	A	B	C	D	E
Classification	Clean	Dirty	½Dirty	Dirty	Dirty
1½ - ¾					
% Ret. on					
1½	3.6	1.5	2.0	Same as B	
1	49.7	31.8	43.0		
¾	32.6	25.5	34.5		
½	12.4	17.6	8.8		
3/8	1.7	4.4	2.2		
¼		3.7	1.8		
4		1.9	0.9		
Pass		13.6	6.8		

NOTED
TOM EDWARDS

Batch	A	B	C	D	E
Classification	Clean	Dirty	1/2 Dirty	Dirty	Dirty
3/4 - 1/4					
% Ret. on.					
3/4	0.8	0.7	0.8	Same as B	
1/2	39.6	20.9	24.2		
3/8	31.6	17.6	20.3		
1/4	21.3	24.0	27.6		
4	5.1	13.4	15.4		
Pass	1.6	23.4	11.7		

Batch	A	B	C	D	E
Wt. F.A.	54.3	54.3	54.3	52.4	49.7
Wt. C.A.#1	53.2	53.2	53.2	53.2	53.2
Wt. C.A.#2	53.2	53.2	53.2	53.2	53.2
Wt. Cement	26.3	26.3	26.3	27.1	29.1
Wt. Water	16.5	16.9	17.0	17.3	18.4
W/C	.945	.969	.975	.960	.950
Slump	2 3/4	2 1/4	2 3/4	2 1/4	4 1/2
Air	2.2	3.8	3.1	2.6	3.1
Wt/cu.ft.	149.5	145.8	146.0	148.4	146.4
Yield	5.56	5.40	5.41	5.67	6.01
Strength					
7 Day	2270(2)	2135(2)	2300(2)	2557(2)	2467(2)
28 Day	3335(4)	3040(4)	3139(4)	3545(4)	3510(4)

It was intended to keep the W/C of Batch E approximately the same as for Batch A. From the slump obtained (4 1/2"), less water could be used with resultant increase in strength.

From the results obtained there would appear to be no valid justification in demanding rescreening of the coarse aggregate as long as the yield is maintained at a minimum of 5.8.

G. W. Harra
G. W. HARRA
Engineer of Materials

OAW:vs

c.c. Chandler
Edwards

RECEIVED
JAN 15 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 24 1962

FOR FILING

5931

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
January 11, 1962

SUBJECT: Additional Signing
Seven Oaks-Jackson Street Section
Pacific Highway No. 1 (I-5)
Contract No. 5831

To:

F. D. Morgan
Construction Engineer
BUILDING

Additions and revisions of signing on the above named section should be made as shown on the attached plans (S132 through S135 and S194). Work should be performed in accordance with the specifications and standard signing details for the original contract, with the exception that the attached drawing S1, as revised October, 1961, showing a detail for locating freeway overcrossing signs, should be used for this extra work.

Any route shields moved from a horizontal mounting to a vertical mounting should have any existing mounting holes plugged and refinished. All "YIELD RIGHT OF WAY" signs should be covered.

All salvaged materials not used in this revision should be delivered to the Medford Maintenance Shop or to a location designated by the engineer.

This work was approved by Mr. Edwards on January 2, 1962. Preliminary approval has also been given by the Bureau of Public Roads.

Will you make arrangements for installing these signs on an extra work order under the existing contract.

Original signed by
F. B. Crandall

F. B. Crandall
Traffic Engineer

RECEIVED
JAN [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

MJD:mgm
Attachment
cc: Tom Edwards ✓

NOTED
TOM EDWARDS

OREGON STATE HIGHWAY DEPARTMENT

Additional Signing
Seven Oaks - Jackson Street Section
Pacific Highway No. 1 (I-5)
Contract No. 5831

Cost Summary

Materials	$1,600
Labor	400
Equipment Rental	300
Contractor's Percentage	400
Total Cost	$2,700

RECEIVED
29 196

FOR FILE

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.

TO : Mr. Forrest L. Cooper, State Highway Engineer
Salem, Oregon

DATE: December 27, 1961

Polk

FROM : C. G. Polk, Division Engineer
08-35.4-DB Salem, Oregon

SUBJECT: Oregon Project I-5-1(23)28
Price Agreement No. 5, Seven Oaks-Jackson St. Section
Pacific Highway

The agreed unit price of $290.00 for this end section seems to be unusually high. The State's Tabulation of Unit Bid Prices, dated January 10, 1961, indicates the average cost of the 48" culvert end sections is $125.00. In view of the apparent high cost it will be necessary that the Bureau receive a justification of the agreed unit price prior to approval of Price Agreement No. 5.

The justification of the agreed unit price referred to in your letter of December 22, 1961 was not received by this office.

Attachments

Morgan

RECEIVED
[illegible] 1961
OFFICE OF
STATE HIGHWAY ENGINEER

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[illegible] 1961

FOR [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 14, 1961

SUBJECT: Discussion of land exclusion and facility crossings
Rogue River Irrigation District

To: MEMO TO FILE

On Monday, November 6, and on Wednesday, November 8, 1961, the undersigned met with Mr. Harold Sexton, Manager of the Rogue River Irrigation District. The matter of the exclusion of land from the district which has been acquired for highway right of way and also some other problems relating to the crossing of irrigation facilities by the Highway Department were discussed.

It was determined that at present only eight parcels of land acquired for highway right of way are subject to irrigation district assessments. The amount of property and a satisfactory method of identification which will be satisfactory to the district has been worked out. The district will need a metes and bounds description of the property in order to properly plat the parcels on their maps. As there will be additional parcels of land which it will be necessary to exclude when condemnation cases now in process are settled, and as an aid to other problems involving the district's facilities, I would like to recommend that a draftsman from the Highway Department be assigned to plot the highway right of way on the irrigation district maps. In the larger districts where they have the facilities to do so this has already been done; but, in the case of the Rogue River Irrigation District, they do not have facilities to do this. I feel that this would, in time, prove very valuable not only in locating parcels for exclusion, but also in dealing with problems relating to the highway crossing irrigation facilities. This has been done with the North Unit Irrigation District and has worked very satisfactorily.

In the course of our discussion, Mr. Sexton also informed me that the Highway Department had constructed an overcrossing over a canal of the district and had not received permission from the district or consulted the district as regards this crossing. This is the overcrossing which goes over McAndrews Road, a county road, and a canal of the district. The canal is on tne northerly side of the county road. Mr. Sexton had several questions relating to the situation:

(1) It appears that we have purchased the underlying fee over a portion of the canal (R/W file nos. 29030, 29032, 29034, and 29035) and the district is concerned about its easement for the canal in this location.

(2) The district is concerned over whether it will be allowed to go under the structure over McAndrews road for the purpose of maintaining the canal, inasmuch as this may be within the access-control lines. I would therefore recommend that a study be made of this situation and an agreement worked out with the district regarding this as the canal was there before the highway and we do not have any agreement or permission from the district for the crossing of the canal.

(3) Also involved is a small bridge over the canal at the westerly edge of the structure that was built by the irrigation district. The toe of the slope of the fill for the structure comes within approximately five feet of the bridge and does not give the district sufficient clearance to get across the bridge with equipment to maintain its canal. I took Mr. Litchfield, the Utilities Liaison Engineer, out to this area and acquainted him with the problem and I understand that he will investigate it from a construction viewpoint. It would seem equitable in this situation that the district should be allowed access across this bridge even if it necessitated the construction of a retaining wall.

Mr. Sexton also inquired about an easement for a relocated ditch of the district which formerly ran down what is now the centerline of the old Pacific Highway. He said the ditch had been relocated on both sides of the highway and a crossing made under the highway approximately in Section 3, Township 37 South, Range 2 West, W. M. I have forwarded to Mr. Sexton a copy of the construction plans of the Seven Oaks-Medford Unit of the Blackwell Hill-Medford Section, Pacific Highway, Jackson County, to determine if I have properly located the ditch. If it should be determined by investigation that we have, in fact, relocated a ditch of the district and there is any question as to their rights to maintain the ditch in its present location, the matter should be straightened out as soon as possible. I shall submit a report at a later date setting out the actual facts as they are determined.

Some of the problems heretofore set out in this report are some of the reasons why irrigation districts are sometimes hostile toward the Highway Department. I feel that we should spend the time necessary to inform the districts in all situations when any of their facilities are concerned and be sure and have their permission in writing or a written agreement where any of their facilities are affected by highway construction.

The district in this case is not particularly hostile, but would like very much to have its position as regards these several problems clarified. All in all I feel the discussions were beneficial toward attaining a more harmonious relationship with the district.

Jack L. Sollis
JACK L. SOLLIS
Staff Attorney

JLS:bjk
cc: L. I. Lindas
G. E. Rohde
Frank C. McKinney
G. S. Paxson
Ted Litchfield
Curt Baker

2

RECEIVED
NOV 29 1961
FOR FILING

[illegible]

5831

November 28, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 14 covering adjustment of a 1" water line and 4" sanitary sewer line on the Seven Oaks-Jackson St. Section of the Pacific Highway in Jackson County, Contract No. 5831, in connection with Federal Aid Project No. I-5-1(23)28.

During the installation of the 24" sewer line the 1" water line and 4" sanitary sewer line serving the Cullen Equipment Company were cut. Restoration of the service is imperative. Two copies of the sketch covering the work are attached.

This work has been verbally recommended for approval by the BPR Highway Engineer. Due to the emergency nature of the work authorization has been given to proceed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

Enc.

RECEIVED
NOV 29 1961
FOR FILING

5431

November 28, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 15 covering the installation of a conduit cover on the Seven Oaks-Jackson St. Section of the Pacific Highway in Jackson County, Contract No. 5831, in connection with Federal Aid Project No. I-5-1(23)78.

The telephone cable conduit does not have sufficient coverage for safety. To provide adequate protection where the conduit is in the base material it is necessary to place a concrete cover over it. Copies of the sketch for the work are attached.

This work has been verbally recommended for approval by the BPR Highway Engineer. Due to the emergency nature of the work to keep construction moving, authorization has been given to the Field to proceed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

Enc.

RECEIVED
NOV 28 1961
FOR FILING
[illegible]
5831

November 27, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 16 covering repair of a cut slope and drainage on the Seven Oaks-Jackson St. Section of the Pacific Highway in Jackson County, Contract No. 5831, in connection with Federal Aid Project No. I-5-1(23)28.

Due to limited right of way the slope in area noted is too steep for the type of material to hold. It is proposed to repair the ditching and place some gunite material on the slope. Fence repair will also be required.

This work has been verbally approved by the BPR District Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

Enc.

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[illegible] 17 1961
FOR FILING

5431

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
November 14, 1961

SUBJECT: Seven Oaks-Jackson St. Sec.
Pacific Highway

To:

Mr. G. S. Paxson
Assistant State Highway Engineer
OFFICE

Enclosed find a copy of our estimate for doing track removal work required by agreement between the Medford Corporation and the State Highway Department. No engineering and contingencies are included and we have not contacted our contractor on the project for his prices. These costs are high and I believe that we can negotiate somewhat lower prices if, as you suggest, we wait until next spring or summer before doing the work.

Please advise whether or not we should negotiate a Price Agreement for doing the work in conjunction our paving operation on this section next summer.

Tom Edwards
Construction Engineer

By
F. B. Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

Enc.

cc Forrest Cooper
F. B. Morgan

RECEIVED
NOV 15 1961
OFFICE OF
STATE HIGHWAY ENGINEER

11-13-61

TABULATION SHEET

SHEET ____ OF ____ SHEETS

OREGON STATE HIGHWAY
DEPARTMENT

ESTIMATE FOR REMOVAL OF MEDCo TRACKS AND
PLACING ADEQUATE SECTION ACROSS EXISTING US99
NEAR CRATER LAKE HIGHWAY INTERSECTION.
70 X 3.0

	Unit	Amount			Cost
Removal of Pvmt	sq yds	231	254	1.00	254.00
Removal of Tracks	ft	70	77	8.00	616.00
EXC	CY	169	186	1.50	179.00
Base Rock	CY	143	157	2.25	353.00
Key Rock	CY	13	14	2.50	35.00
A.C.	Ton	51	56	8.00	448.00
					$1885
			Flagging $300		
				Total	$2185.00

BASE DESIGN FROM DECKER 4" A.C - 2" - 3/4-0 - 22" - 2½-0

PRICES FROM JUNE

BASED ON SHOULDER TO SHOULDER SECTION 30' WIDE

RECEIVED
NOV 7 1961
FOR FILING
I-5-1(23)28
5431

November 7, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 13 covering the installation of 8" pipe on cut slopes on the Seven Oaks-Jackson St. Section of the Pacific Highway in Jackson County, Contract No. 5831, in connection with Federal Aid Project No. I-5-1(23)28.

This work is necessary to direct water from cutoff ditches to the roadside ditch and prevent erosion of cut slopes. It has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
OCT 10 1961
FOR FILING

5831

October 9, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 12 covering the filling of a ditch and smoothing the area on the Seven Oaks-Jackson St. Section of the Pacific Highway in Jackson County, Contract No. 5831, in connection with Federal Aid Project No. I-5-1(23)28.

This work is necessary for adequate drainage and future maintenance. The ditch is an abandoned irrigation ditch, which must be filled and the area graded to provide drainage away from the highway fill.

The work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

Enc.

RECEIVED
OCT 3 1961
FOR FILING

6731

October 3, 1961

Medford Corporation
Medford
Oregon

Attention: Mr. Nutting

Re: Seven Oaks-Jackson
Street Section
Pacific Highway

Gentlemen:

Following out our conversation of a few days ago, our resident engineer has talked over the schedule for opening of the truck route around the Crater Lake Interchange. Barring exceptionally bad weather, they hope to have this so it can be traveled by October 31. As you know, the strike cost us about seven weeks of working time right in the middle of the summer season; otherwise, we undoubtedly would have been completed several weeks ago.

I hope that this delay is not going to seriously inconvenience you.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:mm

cc to: Mr. W. C. Williams

FORM E-30 80M 3 61 84997

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 29, 1961

SUBJECT: Seven Oaks-Jackson Street Section
Pacific Highway

To: **Tom Edwards**
Construction Engineer
Salem, Oregon

On September 25, we received an inquiry from Mr. G. S. Paxson requesting information as to the status of the truck route on subject project and inquiring if there was anything we could do to speed up the work in order to allow the Medford Corporation access to their log pond east of the Crater Lake Interchange. I am enclosing a copy herewith of Mr. Jack McCormicks report concerning this matter.

The bridges are completed with the exception of hand rails on two structures. The steel truss bridge is removed and minor work is all that is left on the piers and decking on the approaches. It would appear from Mr. McCormicks reports that our contractor is doing his utmost to complete this portion of the project as soon as possible.

However, as noted in the report we are also having to press work on the Crater Lake Highway crossings in order to eliminate the detour bridge as it is felt that the temporary structure can not withstand any high water from Bear Creek this coming winter. Will you please so advise Mr. Paxson to this effect.

J. F. Putnam
Ass't Division Engineer

JFP:lf
Attach.

Sent Copy to GSP

RECEIVED
1961
STATE HIGHWAY ENGINEER

CONSTR
REC
ED

FORM E 30X 30M 2-60 28119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon
September 27, 1961

SUBJECT: Seven Oaks - Jackson St. Section
Pacific Highway
Finish date on Truck Route

To: Mr. F. D. Morgan
Division Engineer

Attn: Mr. J. F. Putnam

Checked with contractors superintendent on completion date on Truck Route. He estimates he will complete it by October 31, 1961.

The bridges are completed except for the handrails on the Biddle and "L" Line crossings. The steel truss bridge is moved. Grouting to the piers and decking on approaches is left to complete this structure. Grading is complete except for finishing.

The 1½" base rock has not been crushed. This operation will start next Monday. The 4-inch 3/4"-0" Blanket Course is being placed from the crusher to the twin bridges now. This should give us a running pad so we can haul during wet weather.

Contractor has twenty-three (23) working days left to complete the Truck Route, after September 27, 1961. He is at present running the crusher two (2) shifts and the 1½"-0" is the key to completing the Truck Route and I don't see where we can speed the schedule up very much.

We have two (2) more problems in regard to this. They are Table Rock Road and the Crater Lake Highway. These two sections have to be surfaced this fall as it is doubtful if the detour bridges will hold up under high water.

Jack C. McCormick

Jack C. McCormick
Resident Engineer

RECEIVED
SEP 25 1961
FOR FILING

[illegible]

5431

Salem, Oregon
September 25, 1961

Seven Oaks-Jackson Street Section

Mr. F. D. Morgan
Division Engineer
Roseburg

The Medford Corporation has a log pond east of the Crater Lake Interchange. They may want to get into this log pond with large truck equipment and have asked that we expedite the truck road work as much as possible so that in the event they have to draw on the pond they can do so.

Is there anything we can do the speed up this part of the work?

G. S. Paxson
Assistant State Highway Engineer

GSP:ms

RECEIVED
JG 30 1961
FOR FILING
[illegible]
5831

Salem, Oregon
August 29, 1961

Diversion Weir in Medford
Seven Oaks-Jackson St. Section
Pacific Highway

Mr. L. R. Chandler
Asst. Division Engineer
Roseburg, Oregon

On several occasions this summer I have been in Medford and have looked at the new diversion weir on Bear Creek.

Toward the end of May, I noticed that the stop logs had been installed all across the weir, including the fish ladder. There was a sizeable discharge coming over the stop logs which made the first drop in the fish ladder about four feet. I would think that the Game Commission might object to this since they specify a desirable maximum drop of one foot. One solution would be to fabricate a set of stop logs for the fish ladder with a crest at elevation 39.0 but an opening one foot high and two feet wide at elevation 36.0. The water would squirt out of this opening at high velocity, but I think it would be easier for fish to negotiate than jumping four feet. The opening could be closed at low flows.

Another alternative would be to construct an auxiliary fish ladder bay of timber. This would be inserted in the fish ladder stop-log slots and would extend upstream from the crest of the weir. It would operate about like the concrete bays downstream and would halve the initial drop.

In June and again in August I noticed seepage from the east bank several feet above the stream bed and downstream from the stilling basin wingwall. This did not seem to be much to worry about at this time, but it would be well to keep an eye on it in the event the rate of seepage increases. It might become necessary to grout the east end of the structure. (I was surprised to learn that the foundation at the east end of the structure was considered good cemented gravel, since the drill crew put down a 30-ft. hole through fairly loose gravels in this vicinity.)

In the Parshall flume I noticed that the water velocities coming around the bend were not well distributed by the time they reached the fish screen. This was more or less expected. If the

Game Commission objects, better distribution at the screen might be obtained by installing some baffles off the leading edge of the vehicle slab.

The thing that concerns me most is the riprap on the west bank of the channel change. The old concrete footings used here do not provide a dense blanket. In a number of places I could see the underlying soils through spaces in the riprap a foot or more in diameter. Such openings could subject the underlying soils to attack by water, with subsequent failure of the foundation and riprap.

John C. Jenkins
Asst. Research Engineer

JCJ:ms

RECEIVED
AUG 4 1961
FOR FILING
5831

August 3, 1961

Mr. Harold Sexton
Secretary-Manager
Rogue River Valley Irrigation District
3139 Merriman Road
Medford, Oregon

Dear Mr. Sexton:

Further reference is made to your letter of June 24 regarding the correction of the condition of the siphons in the Boyden Lateral at the crossings with the Crater Lake Highway and the Medco Truck Route.

It is our thought that it would be mutually advantageous to re-establish the irrigation facilities between the siphon box on the easterly and the westerly right-of-way lines of the Crater Lake Highway and the siphon box on the westerly right-of-way line of the Medco Truck Route; also, to improve the sightliness of the area between the two right of ways by the leveling down of the dirt knob which presently supports the open ditch between the Crater Lake Highway siphon and the Medco Truck Route siphon. Following are set forth the responsibilities of the two agencies in making this improvement:

1. The Rogue River Valley Irrigation District furnish the necessary pipe delivered to the job site.

2. The State Highway Department to do the required surveying and construction work in leveling of the knob.

3. The Irrigation District obtain the necessary right of way and permit of entry for construction across the private property and across the Medco logging road. The easement or right to cross the private property is to include the right to level the small knob down between the existing siphons and place the material northerly thereof.

4. The Irrigation District assume the structural maintenance of the pipeline and appurtenant facilities which are not located on the State Highway right of way.

5. The State will continue its obligation of structural maintenance on State right of way.

6. The Irrigation District assume the obligation of operational maintenance of the facility.

Attached hereto is a sketch map and proposed design covering the change. Please advise us of your wishes in the matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. F. D. Morgan

LHY:fp fn

FORM E-30 30M 2-61 94397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 27, 1961

SUBJECT:

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

Reference is made to Mr. Harold Sexton's letter of June 24 regarding the siphons that have been installed in the Boyden Lateral at the crossing of the Crater Lake Highway and of the Medco Truck Road. We find that this ditch was in existence on private property prior to the construction of the Antelope Creek-Medford Section of the Crater Lake Highway in 1942. The present siphon under this highway was constructed on that project in the absence of any formal agreement with the irrigation district. However, it is believed that they were in accord with the plans at that time.

Our Legal Division advises that in constructing this siphon there was an implied obligation for the State to assume the structural maintenance of the same and would include replacement if necessary.

The existing siphon under the Crater Lake Highway leaks badly and the ditch on the easterly side of the road is wet all year with tules and cattails growing in the roadway ditch. This irrigation siphon was recently inspected by our Utilities Liaison Engineer and at that time the intake water into the siphon was a stream about 18 inches wide and 3/4-inch deep with no water coming out of the other end. A description of the route of the existing facility is as follows. A sketch map is attached hereto illustrating the following:

There is an open ditch up to the easterly right of way line of the Crater Lake Highway, then in a vertical drop box through an 18-inch concrete siphon, which leaks, up through a vertical outlet box,, then across a small knob in an open ditch, into a sloping vitrified clay siphon inlet to a point part way under the Medco Road. Here the pipeline changes to an 18-inch corrugated metal siphon pipe installed on the present contract, No. 5831, then up through a vertical outlet box into an open ditch. This facility can only be described as having grown up.

An estimate of cost to relay the pipe to an alignment as shown in red on the sketch map is as follows:

Lay Pipe	250' @ $2.50	$ 625.00
Drainage Exc.	140 C.Y. @ $2.50	350.00
Extra for pipe under PCC Pavement	22' @ $4.50	99.00
		$1,074.00

In this connection, it should be pointed out that this small knob between the two existing siphons is unsightly and should be removed. Removal of the same as General Excavation would reduce the cost of the drainage for reconstruction of the siphon. Cost of this is estimated to be an additional $500. Thus, the estimated total cost of a job is $1,574.

The Bureau of Public Roads was contacted and the problem was outlined to them. They have advised us however that they view this as a maintenance problem and not eligible for Federal participation.

There are two courses of action open to us:(1)is to have the Maintenance forces make the existing siphon water tight. This will a most difficult job and of unknown cost. (2) is to reconstruct the siphons with pipe which will be furnished by the Rogue River Valley Irrigation District utilizing the present siphon boxes at the extreme ends. The second solution is recommended by this office and contingent upon the acceptance of the Rogue River Valley Irrigation District of the following considerations:

1. That Rogue River Valley Irrigation District furnish the necessary pipe delivered to the job site.
2. That Rogue River Valley Irrigation District obtain the necessary right of way and permit of entry for construction across the private property (outlined in red on the attached map) and across the Medco logging road. The easement or other right across the private property must include the right to level the small hill between the existing siphons.
3. That Rogue River Valley Irrigation District assume structural maintenance of all the pipeline and appurtenant facilities which are not located on State highway right of way. The State will continue its obligation of structural maintenance of the pipeline on our right of way.
4. That Rogue River Valley Irrigation District assume the obligation of operational maintenance of the facility.

Attached for your consideration is a rough draft of a letter to the Rogue River Valley Irrigation District in answer to their letter of June 24.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

Enc.

RECEIVED
AUG 2 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 28 1961
FOR FILING

June 28, 1961

Mr. Harold Sexton
Secretary-Manager
Rogue River Valley Irrigation District
3139 Merriman Road
Medford, Oregon

Dear Mr. Sexton:

This will acknowledge receipt of your letter of June 24, in which you refer to the Boyden lateral at the relocated crossing of the Medco truck route of the Crater Lake Highway.

I will have this matter investigated and will advise you later as to our thinking.

Very truly yours,

W. C. Williams
State Highway Engineer

FC:fn me

cc Forrest Cooper
Tom Edwards

ROGUE RIVER VALLEY IRRIGATION DISTRICT
3139 MERRIMAN ROAD
MEDFORD, OREGON
PHONE NORMANDY 4-1690

REFERRED TO
Cooper
State Highway Engineer

REFERRED TO
W.C. Williams

June 24, 1961

Oregon State Highway Department
Salem, Oregon

Re: Boyden Lateral at Relocated Crossing
Medco Truck Route and Crater Lake
Highway, Medford, Oregon

Gentlemen:

During the past year the District's Boyden Lateral has been a subject of considerable discussion between the District and various Oregon State Highway Department engineers.

The problem is that when the Crater Lake Highway was constructed in the 1940's a rather hasty construction of a siphon was accomplished. Coupled with the recent revamping of the lower end of the facilities at the relocated Medco Truck Route, the Highway Department and the District have ended up with an undesirable facility.

Your local resident engineer's office has been sympathetic but was unable to offer any solution to the problem. The plans having been drawn in Salem with no apparent regard for the practical side of the problem.

It is suggested that:

1. The Irrigation District furnish the necessary tile to bring the Boyden Lateral crossing up to a desirable standard.
2. The Oregon State Highway Department do all the required surveying and construction work.
3. The Oregon State Highway Department and the District jointly work out the design.

Please advise me at an early date if you plan to accept the District's offer to help you with this necessary work.

Sincerely yours,

Harold Sexton
Harold Sexton
Secretary-Manager

EdW
Report to PCC
Coop

HS:lb

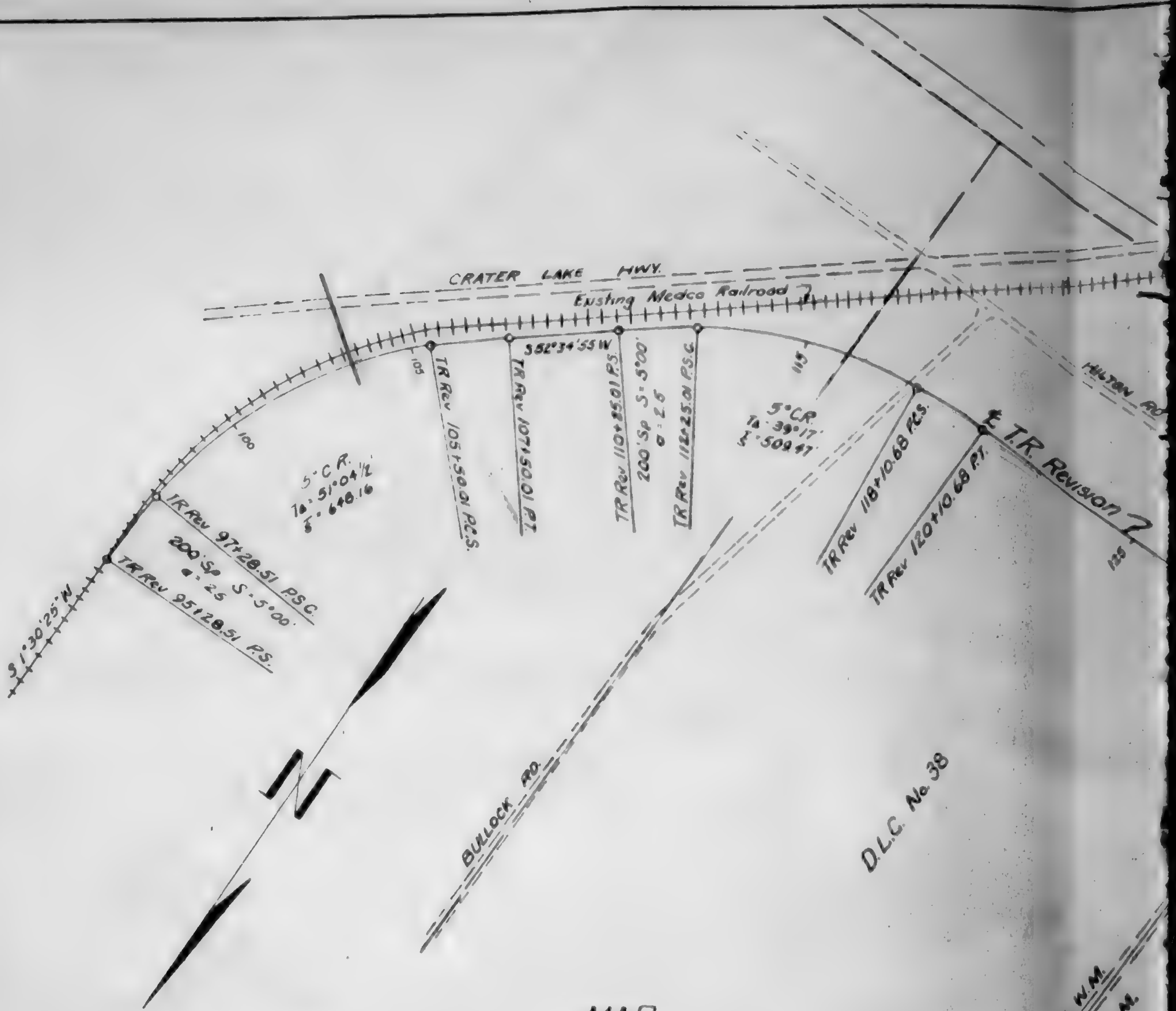
RECEIVED
JUN 26 1961
OREGON

FINAL SURVEY

	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

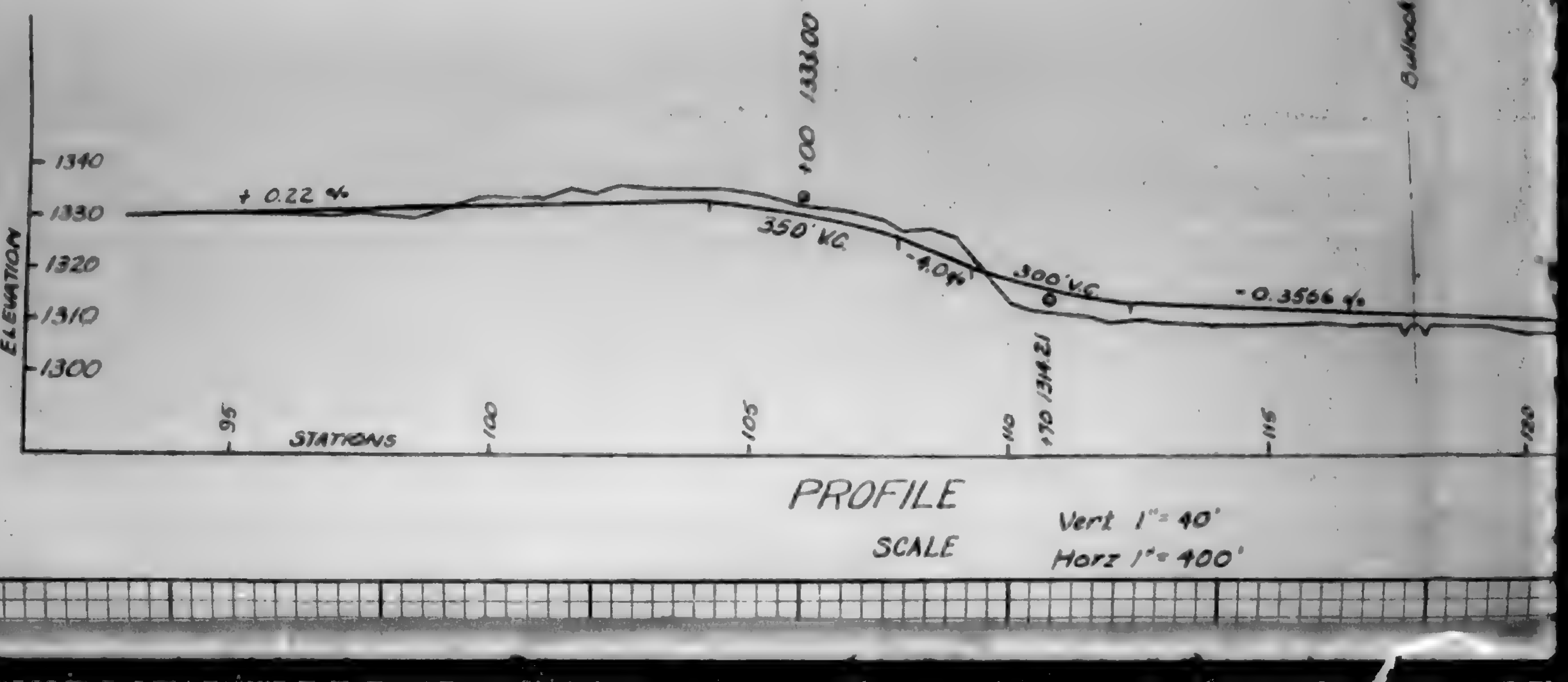
NOTE BOOK

NO.


CRATER LAKE HWY.
Existing Medco Railroad 7
HILTON RD
BULLOCK RD.
S 1°30'25" W
TR Rev 95+28.51 P.S.
TR Rev 97+28.51 P.S.C.
200' Sp S = 5°00' a = 25
5° C.R. Ta = 51°04½' L = 648.16
100
105
TR Rev 105+50.01 P.C.S.
TR Rev 107+50.01 P.T.
S 52°34'55" W
TR Rev 110+85.01 P.S.
200' Sp S = 5°00' a = 2.5
TR Rev 112+25.01 P.S.C.
115
5° C.R. Ta = 39°17' L = 509.47
TR Rev 118+10.68 P.C.S.
TR Rev 120+10.68 P.T.
℄ T.R. Revision 7
125
N
D.L.C. No. 38
T.37S., R.1W., W.M.
T.38S., R.2W., W.M.

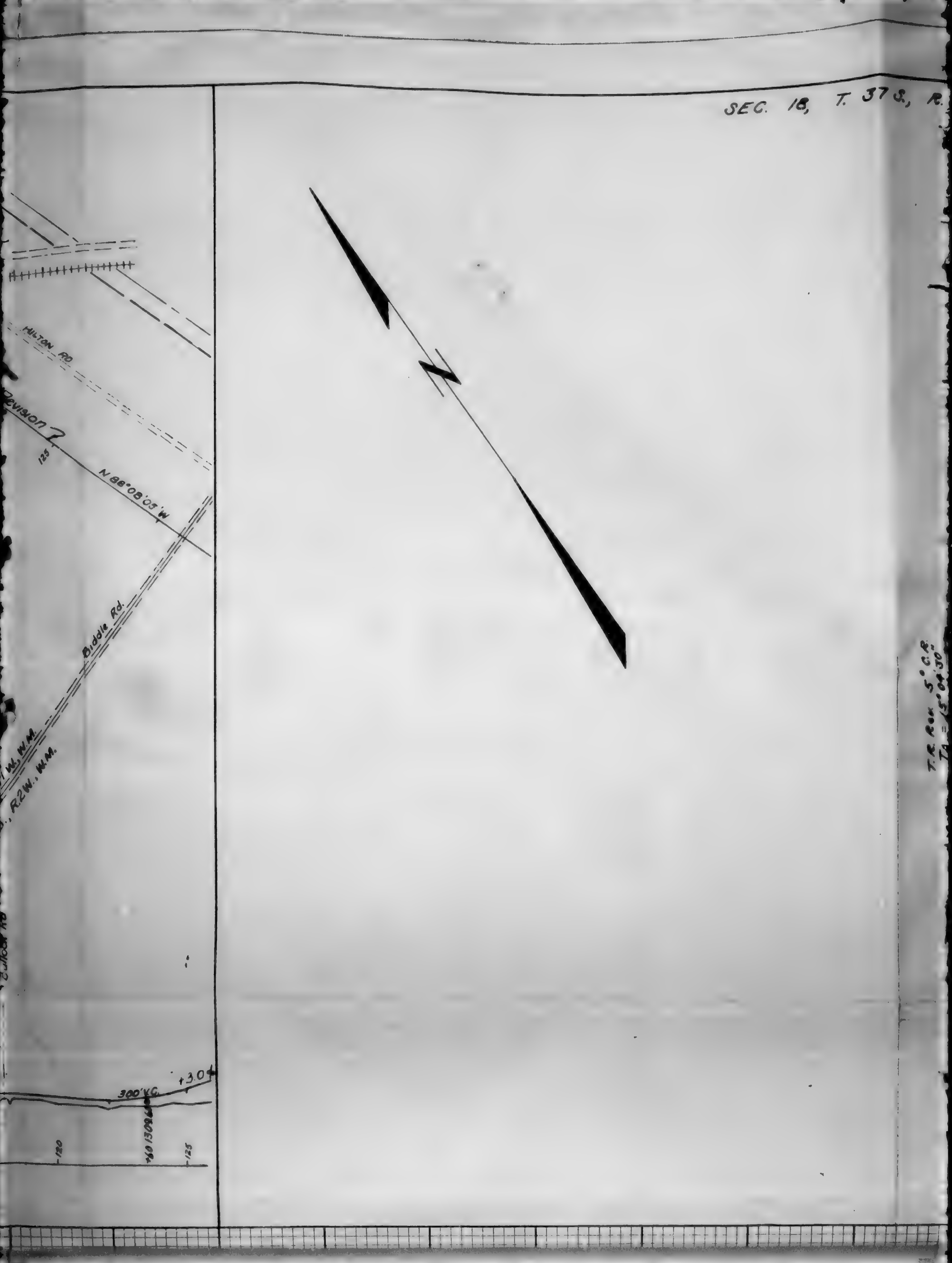
MAP

SCALE 1"=400'

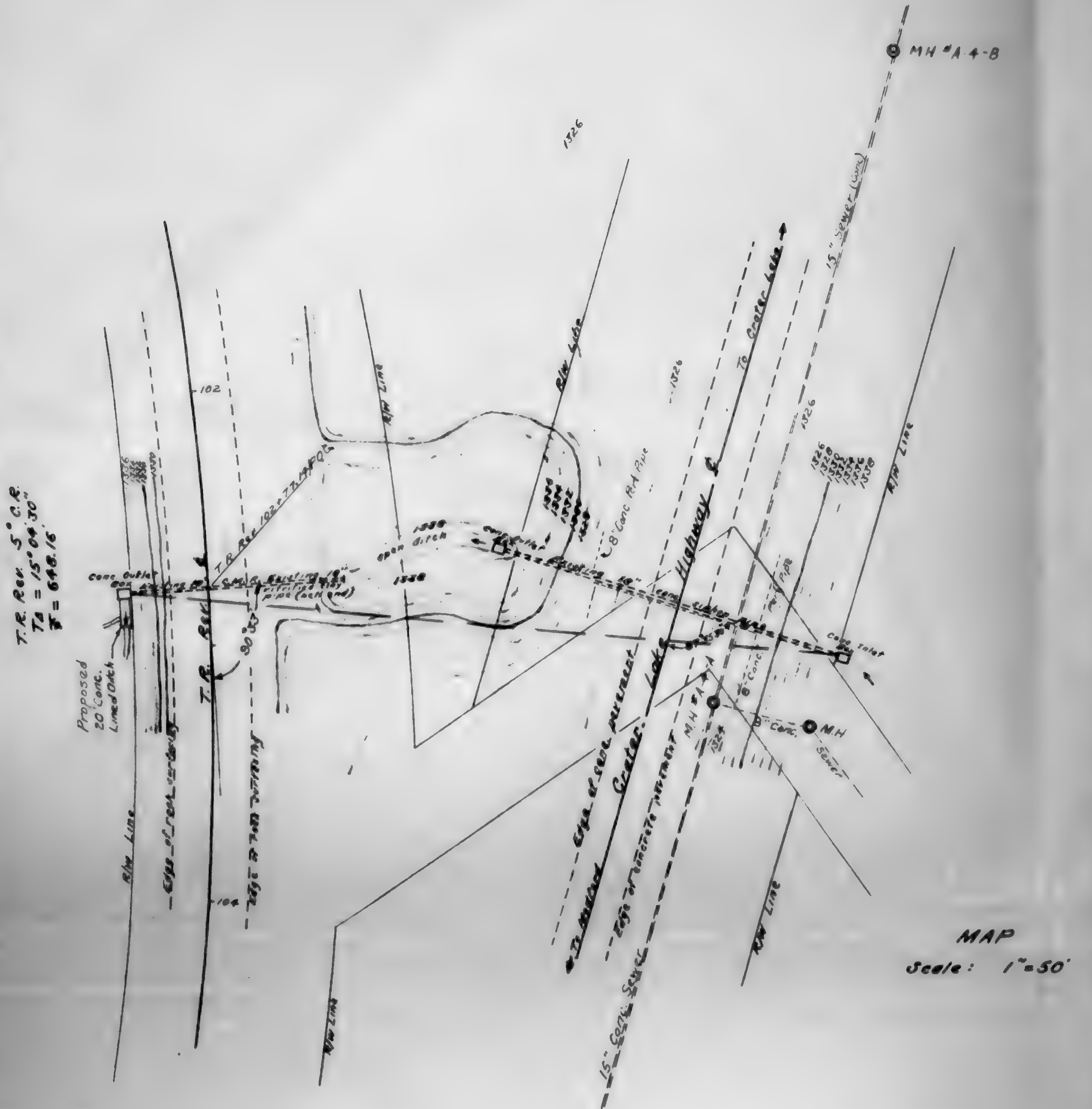


PROFILE

SCALE Vert 1" = 40'
Horz 1" = 400'


SEC. 18, T. 37 S, R.
HILTON RD
Devison 7
125
N 88°08'05" W
Biddle Rd.
1 W., W.M.
R.2W., W.M.
300' V.C.
+3.04
+60 1308.6
120
125
T.R. Rox 5° C.R.
TA = 15°04'30"

7 S., R. 1 W. W.M.

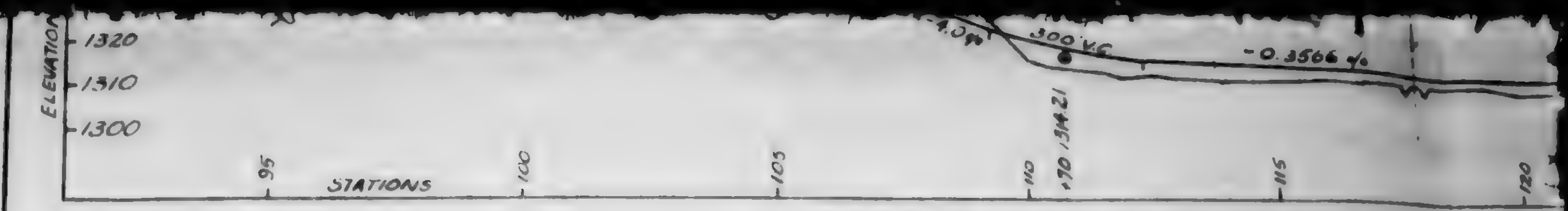

MH #A-4-8
1326
15" Sewer (Conc.)
To Crater Lake
R/W Line
R/W Line
102
1326
1326
1326
1330
Highway ℄
8" Conc. R.R. Pipe
Conc. Outlet
Open Ditch
1330
T.R. Ref. 102+77.14 P.O.C.
Conc. Outlet Box
Existing 18" Vitrified Clay Pipe (bell end)
Existing 18" Conc. Culvert Pipe
Conc. Inlet
T.R. Rev. 5° C.R.
Ta = 15°04'30"
T = 648.16
Proposed 20' Conc. Lined Ditch
T.R. Rev.
90°53'
R/W Line
Edge of rock surfacing
Edge of rock surfacing
104
R/W Line
Edge of rock pavement
Crater Lake
Edge of concrete pavement
M.H. #A-4-A
1324
8" Conc.
8" Conc. Sewer
M.H.
R/W Line
To Medford
15" Conc. Sewer
MH #A-4

MAP
Scale: 1"=50'

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FIS YE
8	OREGON		

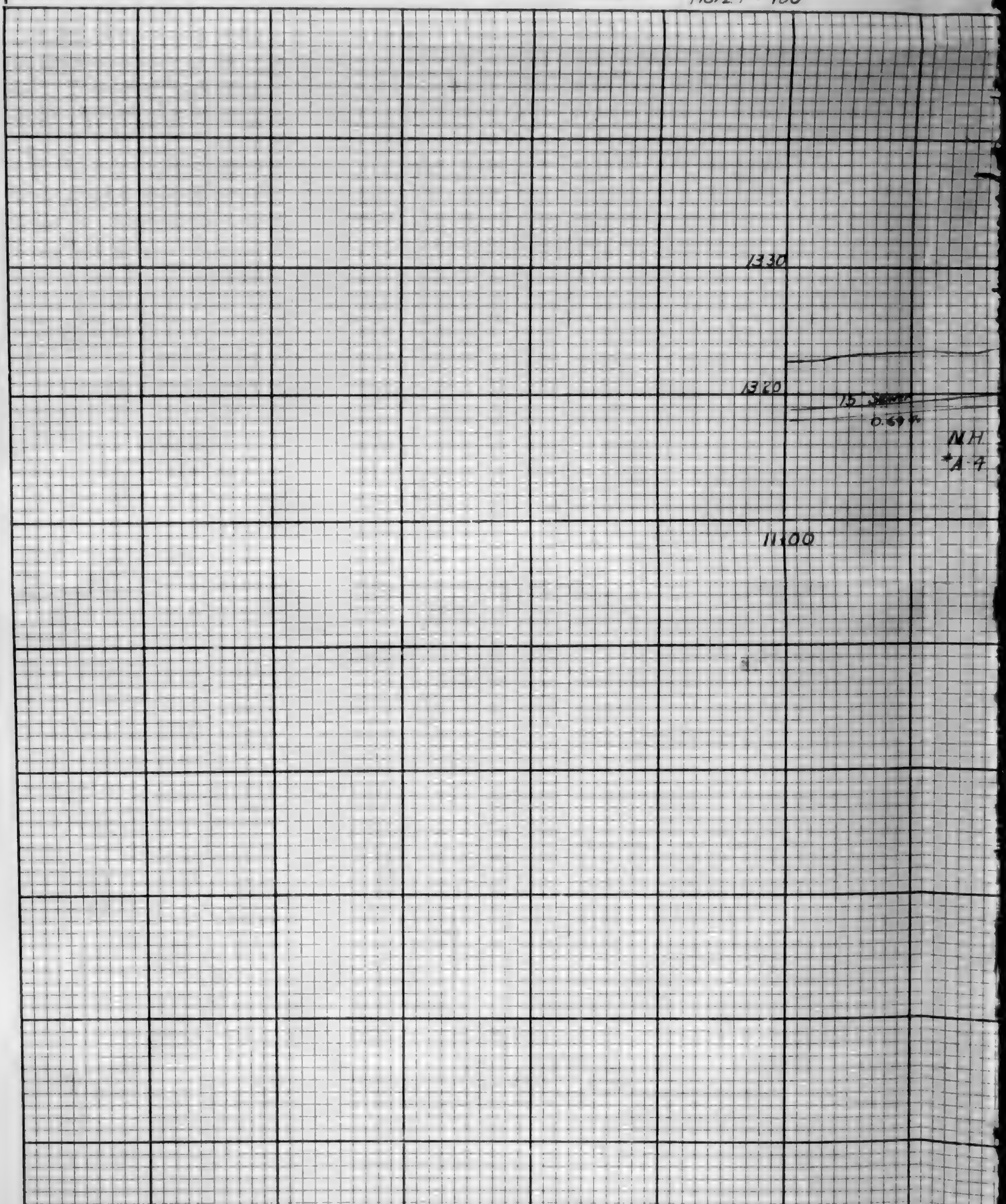
50'

				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			*See Index*



PROFILE

SCALE Vert. 1" = 40'
Horz. 1" = 400'



ORIGINAL SURVEY

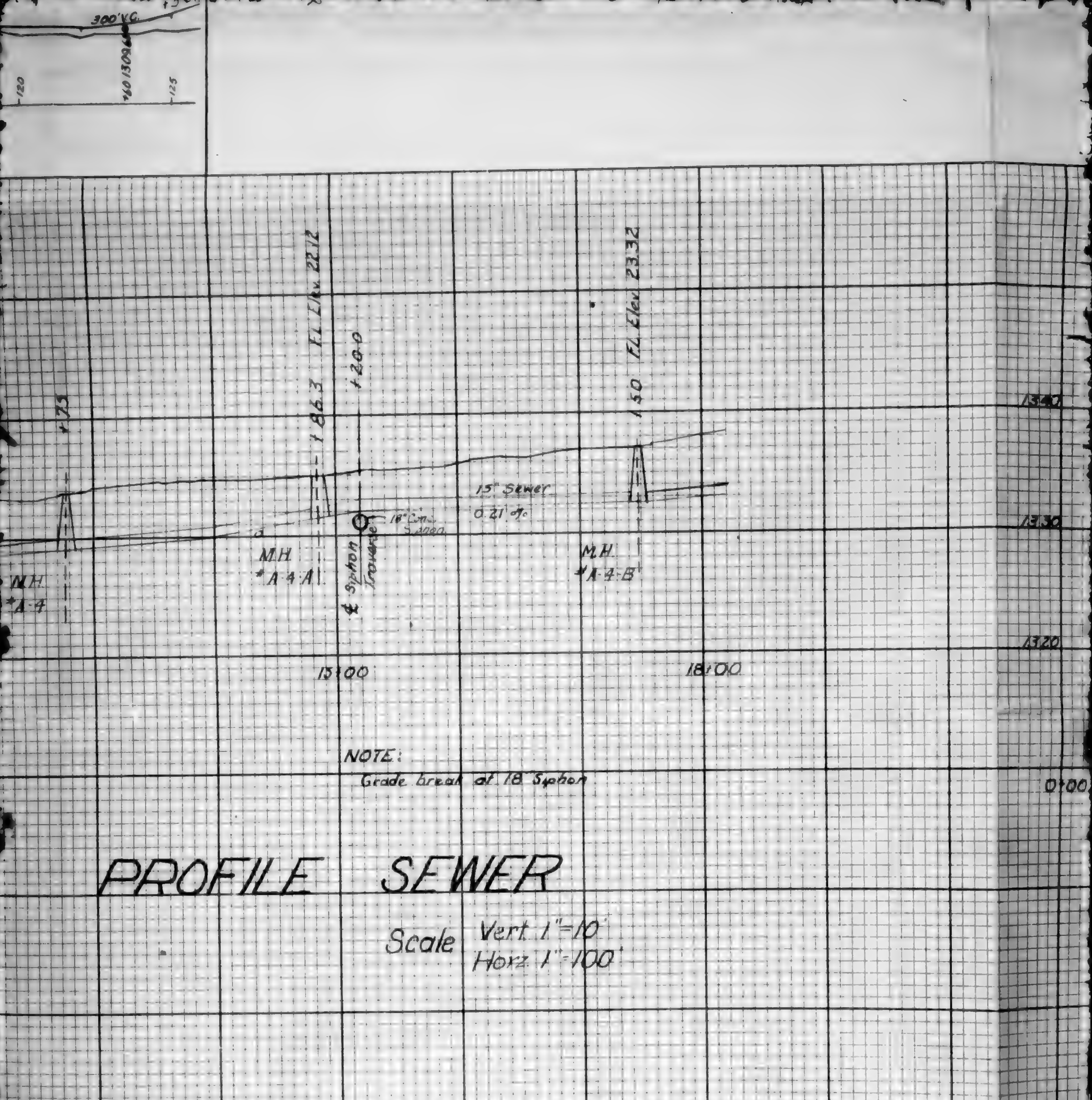
	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

NOTE BOOK

NO. ____

100 IMPERIAL
TRACING CLOTH T.M.

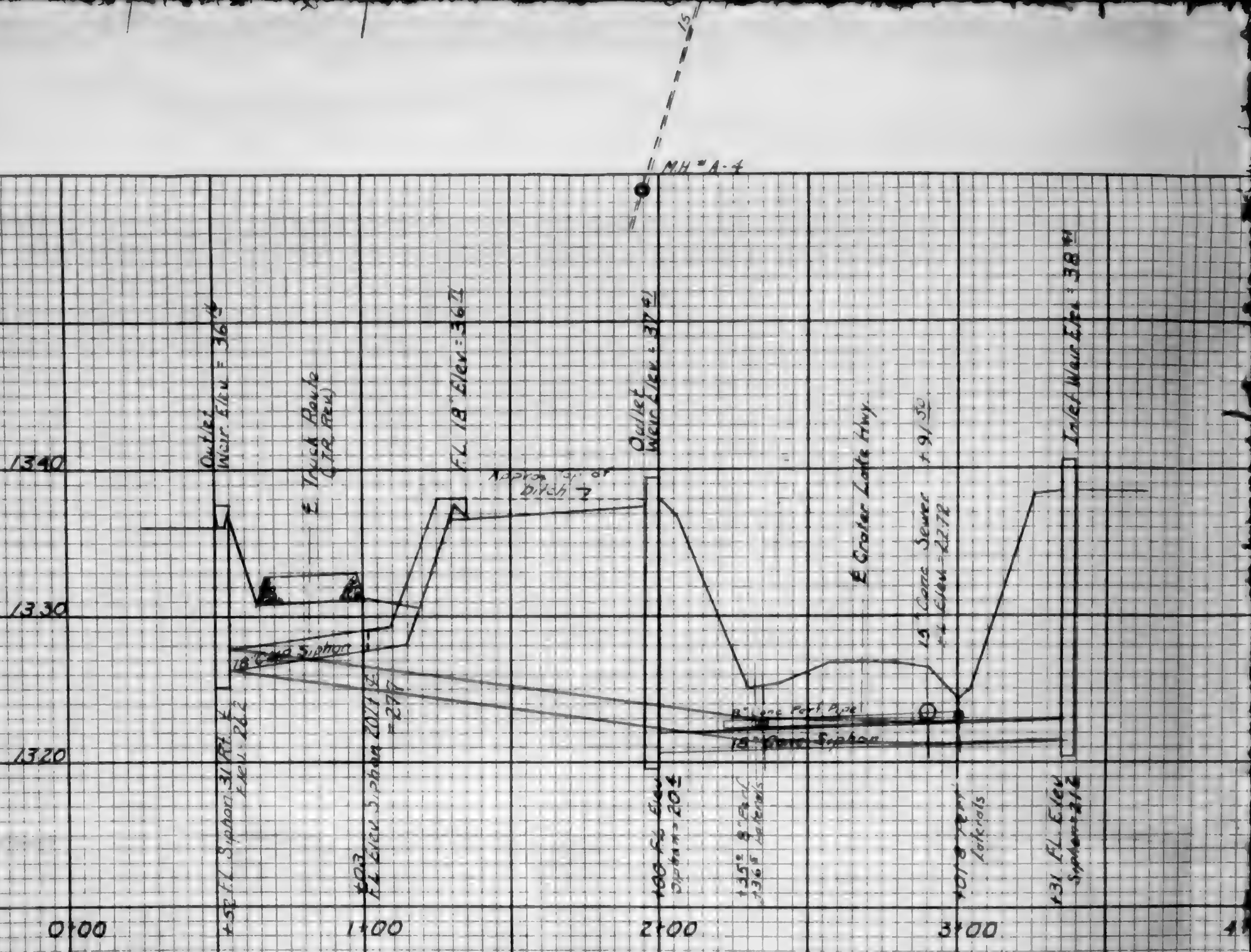
4464


300' V.C.
+60 1309
120
125
+75
M.H.
*A-4
+86.3 F.L. Elev. 22.12
M.H.
*A-4-A
+20.0
℄ Siphon Traverse
18" Conc.
S.2000
15" Sewer
0.21 %
+50 F.L. Elev. 23.32
M.H.
*A-4-B
15+00
18+00
1340
1330
1320
0+00

NOTE:
Grade break at 18" Siphon

PROFILE SEWER

Scale Vert. 1" = 10'
Horz. 1" = 100'


15
MH # A-4
1340
1330
1320
Outlet Weir Elev = 36±
℄ Truck Route (7R Rev)
FL 18" Elev: 36±
Approx ℄ of Ditch ℄
Outlet Weir Elev: 37±
℄ Crater Lake Hwy
+91.50
15" Conc Sewer FL Elev = 22.72
Inlet Weir Elev: 38±
18" Conc Siphon
8" Conc Perf Pipe
18" Conc Siphon
+52 FL Siphon 31 Rt ℄ Elev: 26.2
+03 FL Elev Siphon 20.7 ℄ = 27.7
+00 FL Elev Siphon = 20.4
+35± 8" Perf +36± Laterals
+01± 8" Perf Laterals
+31 FL Elev Siphon = 21.2
0+00
1+00
2+00
3+00
4

PROFILE SIPHON

Scale Vert. 1" = 10'
Horz. 1" = 50'

4100

OREGON STATE HIGHWAY DEP

BOYDEN LATERAL SI

CRATER LAKE HWY JACKSON

Jack C. McCormick Res. Engr.

Ju

OREGON STATE HIGHWAY DEPARTMENT

BOYDEN LATERAL SIPHON

CRATER LAKE HWY. JACKSON COUNTY

Jack C. McCormick Res. Engr.

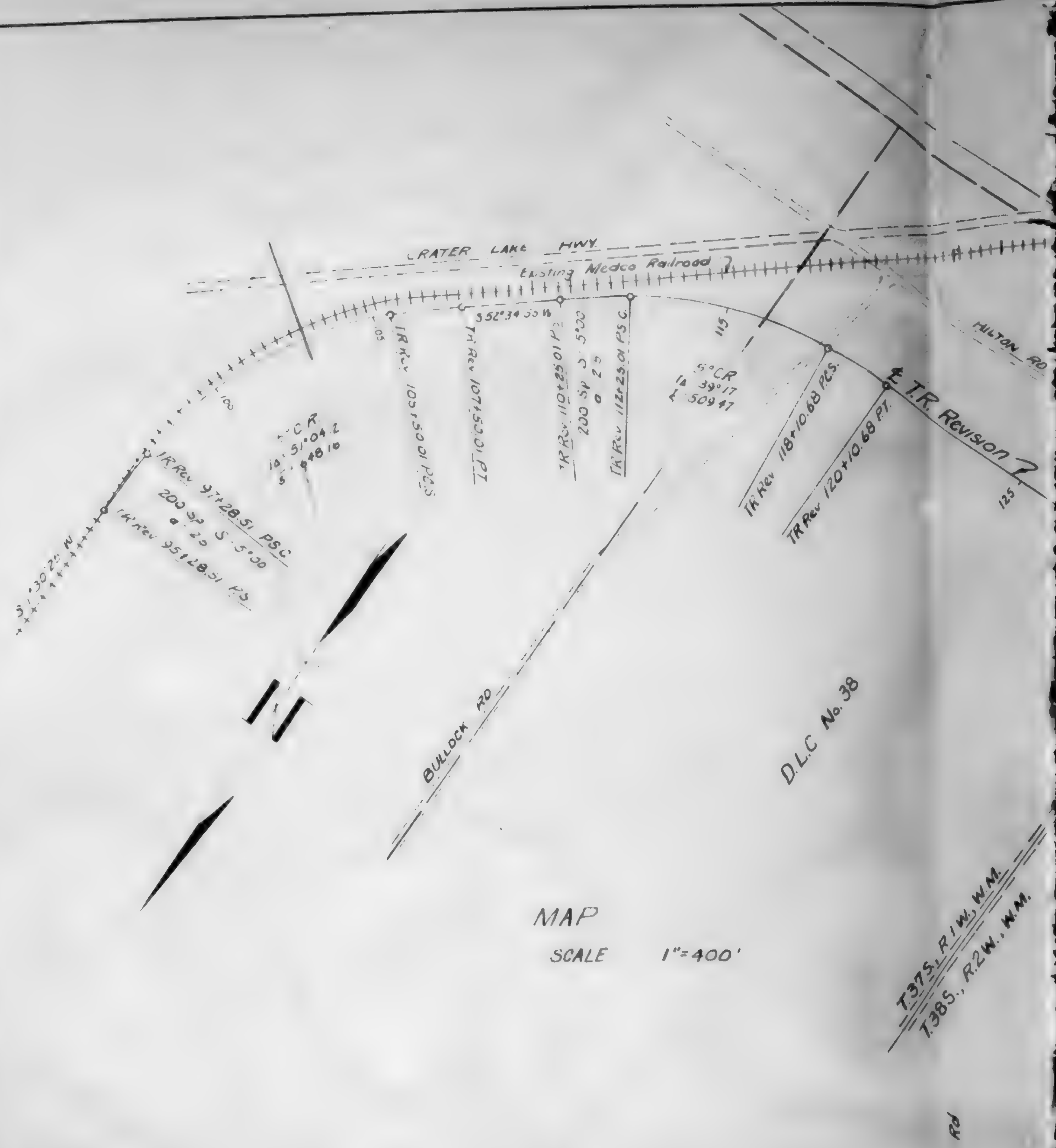
July, 1961

FINAL SURVEY

NOTE BOOK

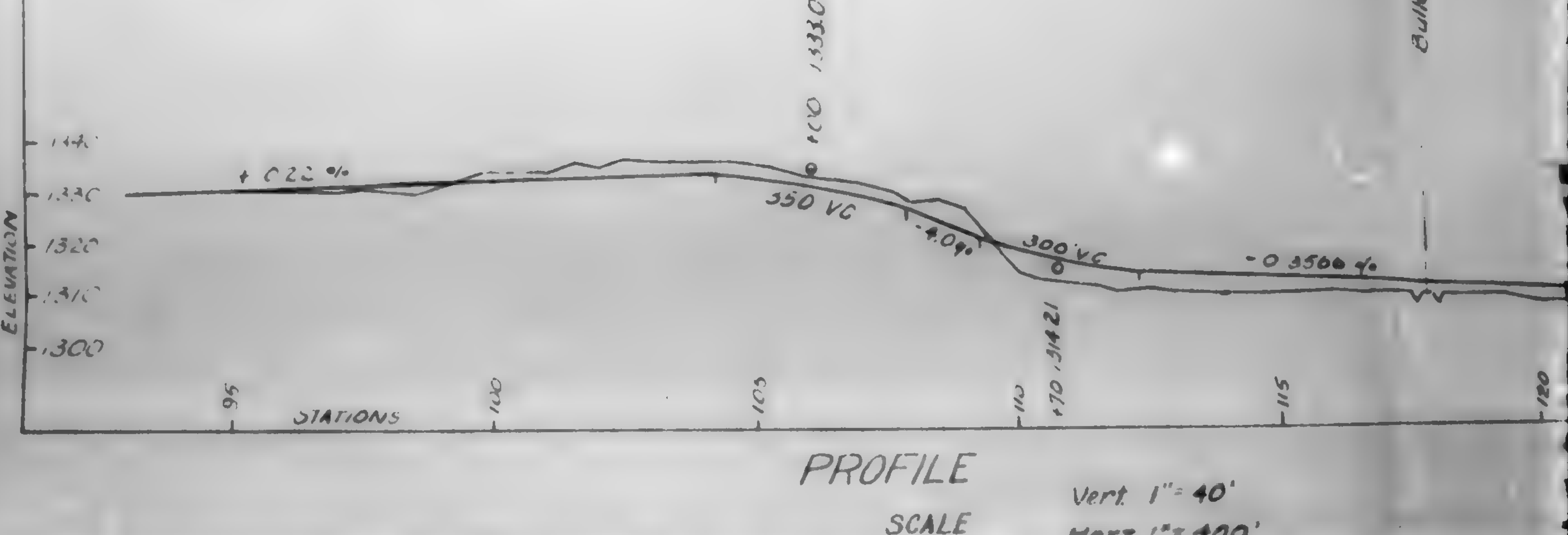
NO.

	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		


CRATER LAKE HWY.
Existing Medco Railroad ℄
HILTON RD
℄ T.R. Revision ℄
125
115
S 52°34' 55" W
TR Rev 95+28.51 P.S.
TR Rev 97+28.51 P.S.C.
200 Sp S 5°00
θ 2.5
5°C.R.
Δ 51°04.2
S 948.10
100
105
TR Rev 103+50.01 P.C.S.
TR Rev 107+50.01 P.T.
TR Rev 110+25.01 P.S.
200 Sp S 5°00
θ 2.5
TR Rev 112+25.01 P.S.C.
5°CR
Δ 39°17
L 509.47
TR Rev 118+10.68 P.C.S.
TR Rev 120+10.68 P.T.
S 1°30' 25" W
BULLOCK RD
D.L.C No. 38
T.37S., R.1W., W.M.
T.38S., R.2W., W.M.

MAP

SCALE 1"=400'

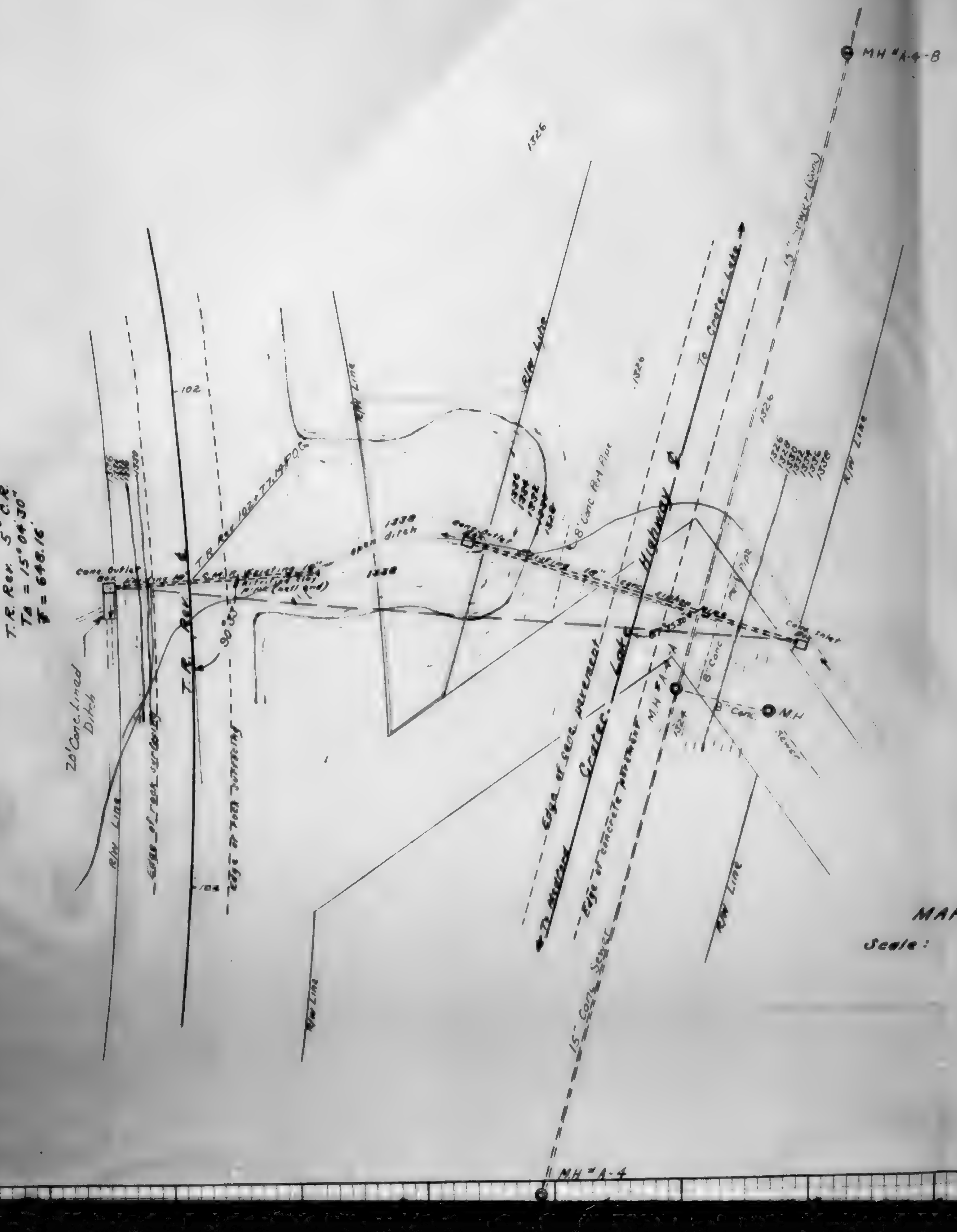


PROFILE

SCALE Vert. 1"=40'
Horz 1"=400'

SEC. 18, T. 37 S.,
HILTON RD.
R. Revision 7
125
N 88°08'05" W
Biddle Rd.
S., R.1W., W.M.
T.39S., R.2W., W.M.
T.R. Rev. 5° C.R.
Bullock Rd.
300' VC
+3.0
120
+60 1300
125

T. 37 S., R. 1 W. W.M.


M.H. #A-4-B
1326
102
R/W Line
R/W Line
1326
To Crater Lake
15" Sewer (Conc)
1326
T.R. Rev. 5° C.R.
Ta = 15° 04' 30"
T = 646.16
T.R. Rev. 102+77.14 P.O.G.
1338
open ditch
Conc. Outlet Box
Existing 18" C.M.P.
Existing 18" vitrified clay pipe (bell end)
Conc. Outlet Box
1338
8" Conc. Perf. Pipe
Existing 18" Conc. Culvert Pipe
Highway
℄
Pipe
Conc. Inlet Box
R/W Line
90° 53'
T.R. Rev.
20' Conc. Lined Ditch
R/W Line
Edge of road surfacing
Edge of road surfacing
104
Edge of side pavement
Crater Lake
To Medford
Edge of concrete pavement
M.H. #A-4-A
1324
8" Conc.
8" Conc.
M.H.
Sewer
R/W Line
R/W Line
15" Conc. Sewer
M.H. #A-4

MAP

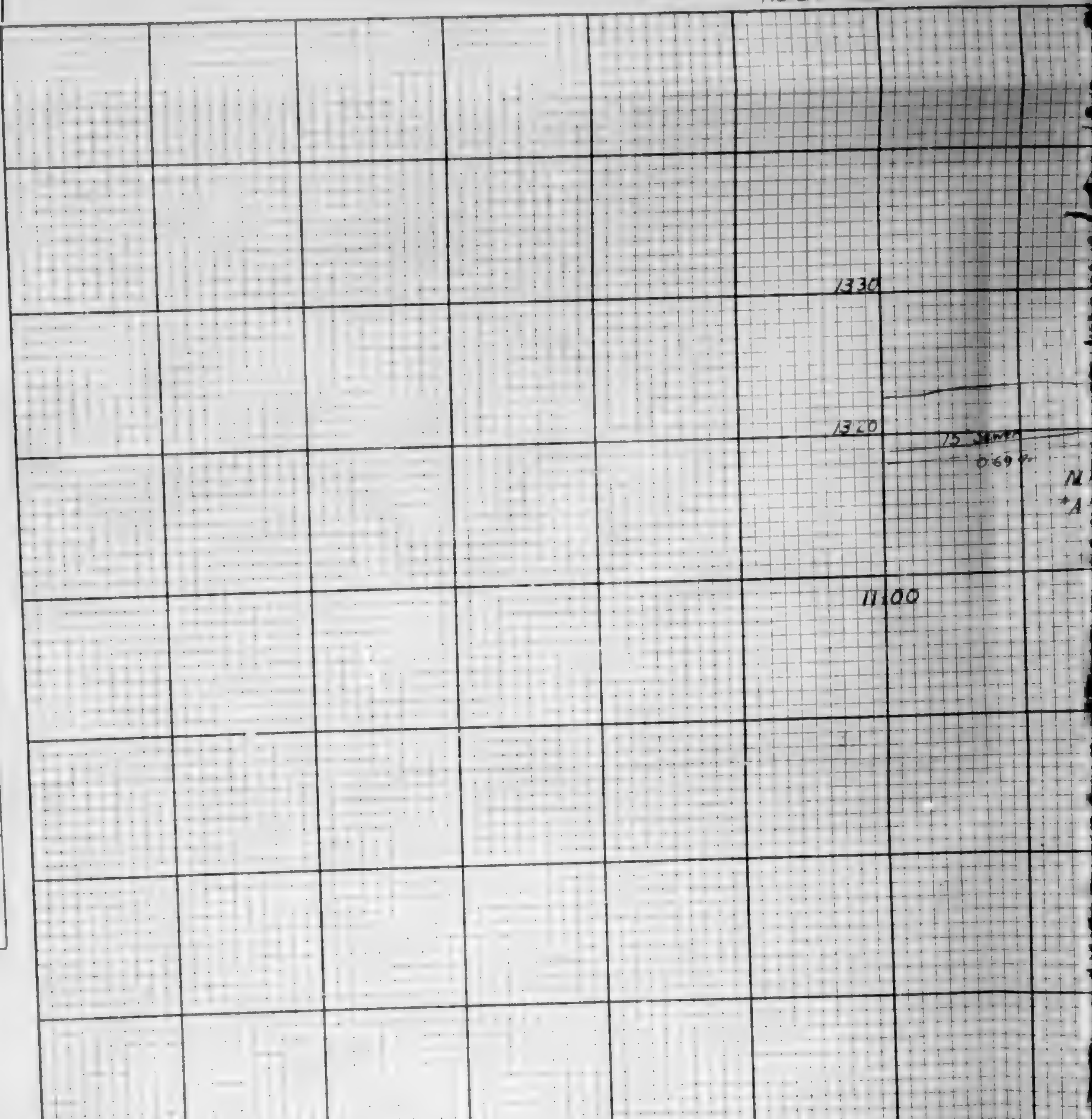
Scale: 1" = 50'

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FIS YE
8	OREGON		—

				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			*See Index*

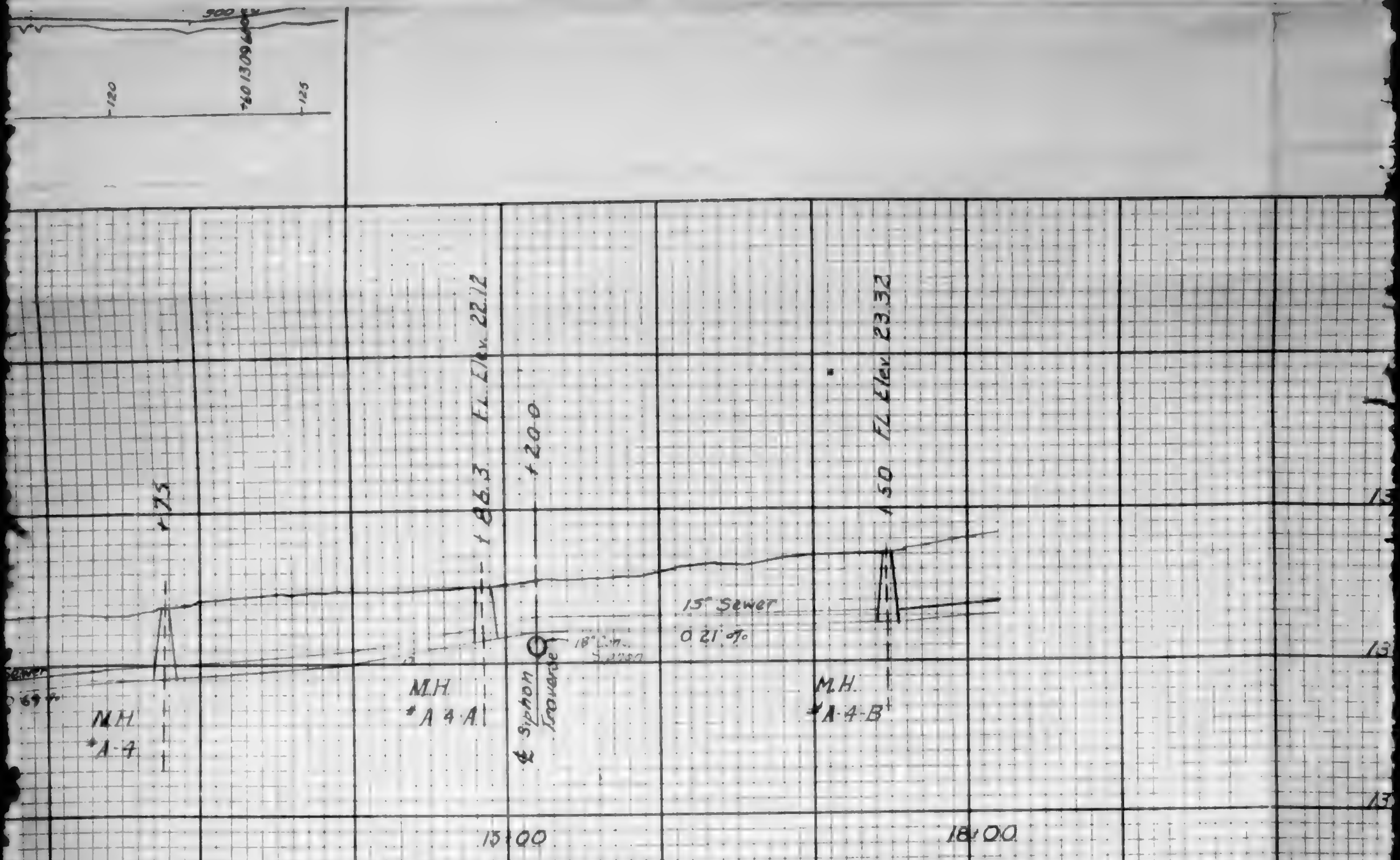
PROFILE

SCALE Vert. 1" = 40'
Horz 1" = 400'



ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

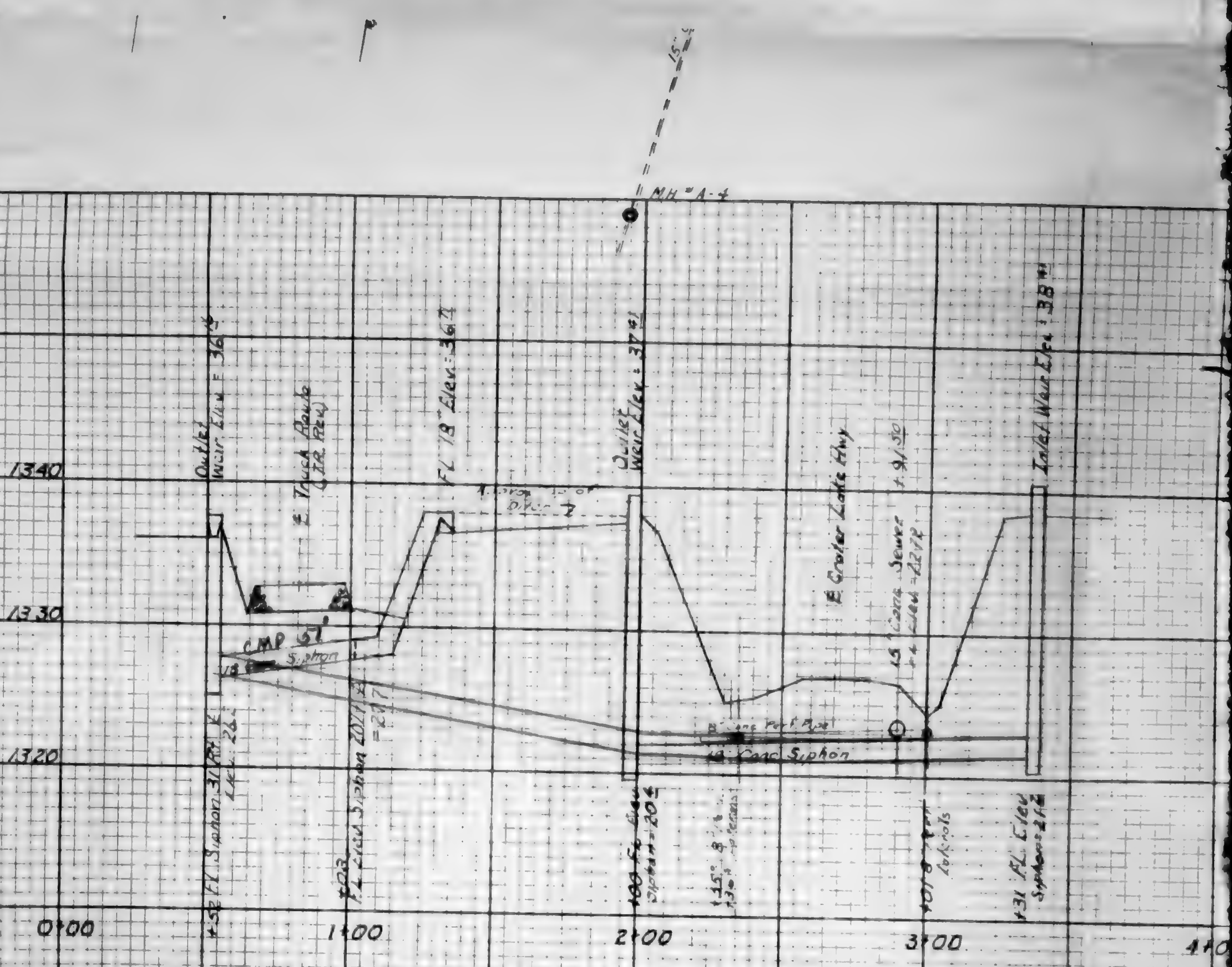
K+E 186 IMPERIAL


500
120
125
+75
+86.3 F.L. Elev. 22.12
+20.0
+50 F.L. Elev. 23.32
Sewer
0.69%
M.H.
*A-4
M.H.
*A-4-A
℄ Siphon
Traverse
18" C.I.
15" Sewer
0.21%
M.H.
*A-4-B
15+00
18+00

NOTE:
Grade break at 18" Siphon

PROFILE SEWER

Scale Vert. 1" = 10'
Horz. 1" = 100'



15"
M.H. #A-4
1340
1330
1320
Outlet Weir Elev. 36.9
℄ Truck Route (Str. Rev.)
FL 18" Elev: 36.7
Outlet Weir Elev: 37.1
℄ Crater Lake Hwy
+91.50
15" Conc. Sewer FL Elev. = 22.72
Inlet Weir Elev: 38.1
CMP 51'
18" Siphon
8" Conc. Perf. Pipe
18" Conc. Siphon
+52 F.L. Siphon 31 Rt. ℄ Elev. 26.4
+03 F.L. Elev. Siphon 201 Rt. ℄ = 27.7
+00 F.L. Elev. Siphon = 20.4
+15 8" Perf. Pipe
+07 8" Perf. Pipe
+31 F.L. Elev. Siphon = 21.2
0+00
1+00
2+00
3+00
4+0

PROFILE SIPHON

Scale Vert. 1" = 10'
Harz. 1" = 50'

4+00

OREGON STATE HIGHWAY D

BOYDEN LATERAL J

CRATER LAKE HWY. JACKS

Jack C. McCormick Res. Engr.

OREGON STATE HIGHWAY DEPARTMENT

BOYDEN LATERAL SIPHON

CRATER LAKE HWY. JACKSON COUNTY

Jack C. McCormick Res. Engr.

July, 1961

RECEIVED
JG 3 1961
FOR FILING

5831

477 Cottage Street, N.E.
Salem, Oregon

August 2, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. C. Polk, Division Engineer
08-35.5 Salem, Oregon

Oregon Project I-5-1(23)28
Seven Oaks-Jackson St. Section of the Pacific Highway

We are today approving the agreement dated April 22, 1961, between the State and Rogue River Valley Irrigation District covering the relocation and reconstruction of the District's diversion weir, fish ladder, fish screen, canals, culverts and other irrigation facilities included in the State Construction Contract on the above project.

Authority to proceed with the above work was included in the P. S. & E. approval for the entire contract.

I-5-1(23)28 Seven Oaks-Jackson St. Sec. 1961
Pacific Highway Folder #2
#5831 Grad. paving, struct. & sign.

C&A
2323
12-14-60

C&A 2398
6-7-61

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JUL 19 1961

FOR FILING
I-5-1(
5831

July 17, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 10 covering the construction of a concrete-lined ditch on the Seven Oaks-Jackson Street Section of the Pacific Highway in Jackson County, Contract No. 5831, in connection with Federal Aid Project No. I-5-1(23)28.

It is necessary to line the irrigation ditch in the area noted due to close proximity of the cut bank and the soil will not hold the water.

The work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By JAH
R. L. Porter
Office Engineer

DBP:lt
Enc.

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FOR FILING

I-5-1(

1 58 31

July 13, 1961

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 9 covering repairs to the Bear Creek detour bridge on the Seven Oaks-Jackson Street Section of the Pacific Highway in Jackson County, Contract No. 5831, in connection with Federal Aid Project No. I-5-1(23)28.

On the evening of June 20, several stringers in span No. 6 were found to be broken. The bridge was constructed to plan, but was not adequate for the traffic. It was necessary to limit traffic to one way while emergency repairs were made.

Emergency repairs consisted of installing needle beams, replacing broken beams and respiking the deck. The nails in the deck planking worked loose and many tire punctures resulted. It is also anticipated that posts will be required under the needle beams.

This order has been verbally approved by the BPR District Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

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JUN 22 1961
FOR [illegible]

5431

477 Cottage Street, N.E.
Salem, Oregon

June 20, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.6 Salem, Oregon

Project I-5-1(23)28
Seven Oaks-Jackson Street Section
Order for Extra Work No. 7

Returned herewith is an approved copy of Extra Work Order No. 7, covering the removal and replacing of webwall forms for the Bear Creek Bridge on Crater Lake Highway.

As stated previously we have been reluctant to authorize Federal participation in the cost of correcting field errors of this type. In the future our policy will be to approve the cost of only those errors with which this office has had some direct connection. This would include errors incorporated in an approved P. S. and E. Changes or extra work which are the result of contractor errors during construction, laxity in supervision, carelessness in operations or work improperly performed and not in reasonable accord with the approved P. S. and E., will not be considered eligible for Federal participation.

Attachment

original to Porter
copies to: Edwards
Merchant

RECEIVED
JUN 16 1961
FOR FILING

I-5-1(23)28

5931

June 16, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7 covering the removal and replacing of webwall forms on the Seven Oaks-Jackson Street Section of the Pacific Highway in Jackson County, Contract No. 5931, in connection with Federal Aid Project No. I-5-1(23)28.

After the forms for Bent No. 2 were in place, it was found that the angle for the skew had been turned wrong. Correction required removal of the forms and part of the steel. In order to avoid delay this work was done as an emergency measure.

This order has been checked with and verbally approved by the B.P.R. District Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enclosure

DBP:cr

RECEIVED
JUN 19 1961

FOR FILING

I-5-1(23)28
5831

June 16, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Seven Oaks-Jackson St. Section
Pacific Highway, Jackson County
Project No. I-5-1(23)28

Herewith are two conformed copies of the agreement between the State and the Rogue River Valley Irrigation District in connection with the subject project. Exhibit "A" are plans covering construction work on behalf of the District. Exhibit "B", which is not included, are the specifications and special provisions of the contract.

Your approval of the agreement is requested.

Very truly yours

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

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JUN 23 1961
FOR FILING

I-5-1(3.) [illegible]

5831

MISC. CONTRACTS and
AGREEMENTS No.

Salem, Oregon
June 7, 1961

Agenda Item 4-p

Mr. Tom Edwards
Construction Engineer
Office

Attached is a conformed copy of an agreement with the Rogue River Valley Irrigation District covering the reconstruction of the weir in Bear Creek within the city of Medford.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Rogue River Valley Irrigation District.

Secretary

rn
Attach: 1

FORM E-30 50M 3-61 34307

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 17, 1961

SUBJECT:

To: Mr. Forrest Cooper
Deputy State Highway Engineer
BUILDING

Final agreement has been reached on relocation of the weir of the Rogue River Valley Irrigation District on Bear Creek in the city of Medford.

The agreement obligates the State to pay for the relocation of the weir and to turn over the necessary rights of way for the relocated facilities to the Rogue River Valley Irrigation District. The agreement further provides that maintenance and operation shall be an obligation of the Rogue River Valley Irrigation District.

Copies of the agreement and exhibits are attached together with a rough draft for submission to the State Highway Commission.

Tom Edwards
Construction Engineer

TE:jw

Attach.

RECEIVED
[illegible]
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
JUN 7 1961

FOR FILING

I-5-1(23)27

5831

June 7, 1961

Rogue River Valley Irrigation District
3139 Merriman Road
Medford, Oregon

Gentlemen:

We are enclosing for the records and files of the Rogue River Valley Irrigation District a fully executed copy of an agreement between the State Highway Commission and the Rogue River Valley Irrigation District covering the reconstruction of the weir in Bear Creek within the city of Medford.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMM.

rn
Enc.

RECEIVED
MAY 22 1961
FOR FILING

I-5-1(23)28

5801

May 19, 1961

Oregon State Highway Commission

Gentlemen:

Construction of Interstate 5 through Medford requires reconstruction of the weir in Bear Creek within the city of Medford to properly provide service for the Rogue River Valley Irrigation District.

Agreement was reached wherein it became the obligation of the state to relocate the weir and to provide right of way for the relocated facilities. The agreement reached also makes it the obligation of the Rogue River Valley Irrigation District to operate and maintain these facilities. The costs attendant to the relocation of the facility are being borne as a regular participating item for Interstate construction by the Bureau of Public Roads.

We recommend your approval of the agreement and, if you approve, the signing of the agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. C. G. Polk, BPR
Mr. Tom Edwards
TE:jw ms

RECEIVED
MAY 18 1961
FOR FILING

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

I-5-1(23)28
5931

May 17, 1961

City of Medford
City Hall
Medford, Oregon

ATTENTION: Mr. Vern Thorpe

Locked Gate Access
Seven Oaks-Jackson St. Section
Pacific Highway
Jackson County

Gentlemen:

Your application for a locked gate access to the Pacific Highway southeasterly from the Table Rock Road crossing on the above-named project has been approved by the Bureau of Public Roads. We are requesting that our Division Engineer have this gate installed left of Station 672+42.

It is expected that the City will furnish the lock and chain required to keep this gate closed, but the State will want to add a lock in the City chain.

Very truly yours,

Tom Edwards
Construction Engineer

By L W Rulien
L. W. Rulien
Assistant Field Construction Engineer

CRB:fp

cc Forrest Cooper ✓
F. D. Morgan
R. B. Sipprell

NOTED
FORREST COOPER

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MAY 1[illegible] 1961
[illegible]
STATE HIGHWAY ENGINEER

RECEIVED
MAY 17 1961
FORM E-90X 50M 2-60 26119

FOR FILING

I-5-1(23)27

5931

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 16, 1961

SUBJECT: Borrow Pit North of Medford
Seven Oaks-Jackson Street

To:

Mr. F. D. Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

Reference is made to your recent letter which stated that Medford City Manager Duff had changed his mind and now is willing to have us remove material from adjacent to and beneath their building located next to the State-furnished borrow.

Please advise Mr. Duff that the area is unsuitable for our operation and therefore not needed.

Tom Edwards
Construction Engineer

By F B Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

cc Forrest Cooper

RECEIVED
MAY 1[illegible] 1961
[illegible]
STATE HIGHWAY ENGINEER

NOTED
[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Roseburg, Oregon
May 11, 1961

SUBJECT: Borrow Pit, N of Medford
Seven Oaks-Jackson Street
Pacific Highway
Jackson County

To:

Tom Edwards
Construction Engineer
Salem, Oregon

Sometime ago Commissioner Jackson brought up the matter of using the area under the city-owned building adjacent to the Fisher Borrow Pit on subject project.

We contacted the city and found that they did not wish to have this area used for borrow, however, Mr Duff, City Manager, called Res. Engineer, McCormick on May 8 and advised that the city council had changed their minds. They would be willing to let us have this are for borrow, if paid $.05 per cubic yard royalty anf that we move and reinstall the present buildings.

The contractor has indicated that he is not interested in taking any material from this place. He plans on using a Sierra Loader and due to the size and shape of the area, it would not lend itself to the operation.

It is recommended that the city be advised that we can not now borrow from the area which has previously been excluded from the borrow operation. A copy of Mr McCormicks letter is enclosed.

L R Chandler

L R Chandler
Ass't Division Engineer

c c Cooper

LRC:by
encl.

RECEIVED
MAY 12 1961
OREGON

FORM 890—80M—2 57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon
May 8, 1961

SUBJECT: Borrow Pit, North of Medford
7 Oaks - Jackson St. Section
Pacific Highway, Jackson Co.
Contract # 5831, Prefix 615-1078

To: F. D. Morgan
Division Engineer
Roseburg, Oregon

You were informed by this office via letter on April 14, 1961 that the City of Medford did not want the material removed from that portion of the borrow area on which their building sets. Mr. Duff, City Manager, called this office May 8, 1961 and stated that the city council has changed their minds. They will be willing to let the Department have this area now for $.05 per cubic yd. Providing that we move and reinstall the present buildings.

The contractor has indicated that he is not interested in taking material from this area. He plans on using a Sierra Loader and due to size and shape of this area it would not lend to the operation.

Jack C. McCormick

Jack C. McCormick
Resident Engineer

cc Cooper

5 11 61

Transaction No. MAY 2 1961 92	Fo R-2 (9 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
Project Report No. I-5-1(23)28	**FEDERAL-AID PROJECT AGREEMENT**	County **Jackson**
		Project No. **I-5-1(23)28**

5831 The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

US 99 Seven Oaks to Jackson St. (Medford)
(Seven Oaks-Jackson Street Section)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	9-9-60	6.8
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 3,569,013	Federal funds $ 3,275,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By
State Highway Engineer
(title)

By ______
(title)

By ______
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX **C. G. Polk**
Division Engineer
By: ME Martin
Acting Division Engineer

Date executed by
Division Engineer 5-11-61

USComm-DC 40257

May 4, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Seven Oaks-Jackson Street Section, Project No. I-5-1(23)28.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

[illegible]C:bb

Oregon State Highway Department

Federal Aid
Project No. I-5-1(23)28

SEVEN OAKS-JACKSON STREET SECTION OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 4, 1961

Type Code 7221
Roadway (Sta. 432+50 to Sta. 792+13)(Contract No. 5831)

Clearing and Grubbing	All	Required	$	$ 34,000.00
Removal of Concrete and Masonry	All	Required		2,500.00
Drainage Excavation, Unclassified	7,500	cu.yds.	2.00	15,000.00
Embankment in Place	695,000	cu.yds.	0.61	423,950.00
Finishing Roadbed and Slopes	All	Required		5,000.00
12-inch Concrete Pipe	300	lin.ft.	2.10	630.00
15-inch Concrete Pipe	680	lin.ft.	3.10	2,108.00
18-inch Concrete Pipe	2,100	lin.ft.	3.80	7,980.00
24-inch Concrete Pipe	300	lin.ft.	4.75	1,425.00
36-inch Concrete Pipe	50	lin.ft.	9.00	450.00
48-inch Concrete Pipe	170	lin.ft.	17.50	2,975.00
48-inch Extra Strength Concrete Pipe	280	lin.ft.	25.50	7,140.00
15-inch Corrugated Metal Pipe	50	lin.ft.	4.50	225.00
18-inch Corrugated Metal Pipe	260	lin.ft.	4.60	1,196.00
Salvaging and Reinstalling Culvert Pipe	180	lin.ft.	4.50	810.00
15-inch Culvert End Sections	10	only	28.00	280.00
18-inch Culvert End Sections	20	only	36.00	720.00
7'-8" x 5'-5" Structural Plate Pipe, 12 Gage	150	lin.ft.	57.50	8,625.00
24-inch Sewer Pipe	1,140	lin.ft.	7.00	7,980.00
18-inch Corrugated Metal Siphon Pipe	60	lin.ft.	6.30	378.00
Concrete End Basins	4	cu.yds.	100.00	400.00
6-inch Perforated Rigid-Type Drain Pipe	800	lin.ft.	1.20	960.00
6-inch Metal Drain Pipe	30	lin.ft.	1.50	45.00
6-inch Perforated Metal Drain Pipe	120	lin.ft.	2.00	240.00
Special Backfill in Drains	120	cu.yds.	5.00	600.00
1½-inch Electrical Conduit	570	lin.ft.	1.80	1,026.00
Concrete Manholes	6	only	180.00	1,080.00
Concrete Inlets, Type G	2	only	100.00	200.00
Adjustment of Manholes	2	only	22.00	44.00
Concrete in Islands	30	cu.yds.	38.00	1,140.00
Concrete Ditch Lining	2,800	sq.yds.	5.95	16,660.00
Metal Guard Rail	18,500	lin.ft.	2.06	38,110.00
Metal Median Barrier	9,000	lin.ft.	3.56	32,040.00
Type 2 Barricade	1,300	lin.ft.	4.50	5,850.00
Salvaging and Reinstalling Guard Rail	130	lin.ft.	1.00	130.00
Guide Posts, Type W-1	350	only	5.40	1,890.00
Guide Posts, Type Y-2	220	only	6.30	1,386.00
Guide Posts, Type Y-3	8	only	7.00	56.00

Type 2 Fence	2,400	rods	$5.90	$ 14,160.00
Loose Riprap	14,000	cu.yds.	3.45	48,300.00
Coarse Crushed Material in Base	413,500	tons	0.93	384,555.00
3/4" - 0 Material in Base	113,900	tons	1.20	136,680.00
Sprinkling	29,000	M-gal.	0.10	2,900.00
Preparation of Base	All	Required		1,200.00
3/4" - 0 Material in Binder Course	700	cu.yds.	4.25	2,975.00
Furnishing and Placing Aggregates	1,130	cu.yds.	4.25	4,802.50
RC-3 Asphalt	110	tons	50.00	5,500.00
120-150 Asphalt	86	tons	50.00	4,300.00
RS-1 Asphalt	25	tons	75.00	1,875.00
Asphaltic Concrete Mixture	30,000	tons	4.10	123,000.00
Asphalt in Mixture	1,650	tons	36.00	59,400.00
Extra for Paving Approaches	25	only	25.00	625.00
Asphaltic Concrete Traffic Markers	2,600	lin.ft.	1.00	2,600.00
8-inch Portland Cement Concrete Pavement	190,000	sq.yds.	3.30	627,000.00
3/4-inch Expansion Joints	260	lin.ft.	1.00	260.00
Contraction Joints	28,000	lin.ft.	0.05	1,400.00
Dowel Bars	29,000	only	0.40	11,600.00
Tie Bars and Bar Reinforcement	106,400	lbs.	0.10	10,640.00
Wire Fabric Reinforcement	190,000	sq.yds.	0.58	110,200.00
3/8" - 0 Material in Cushion Course	10,700	tons	0.93	9,951.00
Table Rock Road Detour Structure	All	Required		3,200.00
Shoring, Cribbing, Etc.	All	Required		4,000.00
Structural Excavation	1,600	cu.yds.	2.00	3,200.00
Excavation Below Elevation Shown	50	cu.yds.	8.00	400.00
Selected Backfill	300	cu.yds.	3.15	945.00
Mechanical Compactor	60	hours	7.25	435.00
Class "A" Concrete	All	Required		37,000.00
Metal Reinforcement	All	Required		16,000.00
Structural Steel	All	Required		2,850.00
Type 3 Fence	7	rods	16.00	112.00
Removal of Existing Sign Installations	All	Required (95%)		95.00
Butterfly Sign Structures	All	Required		4,200.00
Furnish 8" BP 36# Steel Piling	510	lin.ft.	5.00	2,550.00
Drive Steel Piles	40	only	50.00	2,000.00
Metal Sign Posts	All	Required		2,000.00
Wood Sign Posts	All	Required (97%)		3,880.00
Type "A" Signs in Place	2,865	sq.ft.	7.00	20,055.00
Type "B" Signs in Place	96	sq.ft.	7.00	672.00
Type "C", "D", and "R" Signs in Place	1,517	sq.ft.	3.25	4,930.25
Type "E", "F", "G", and "H" Signs in Place	250	sq.ft.	4.00	1,000.00
Type "J" Signs in Place	43	sq.ft.	10.00	430.00
Sign Covers	All	Required		200.00
				$2,299,306.75

Flagging (57½% of Contractor's Cost)	All Required	$	$ 2,500.00
Signing (Temporary)	All Required		1,700.00
Seeding and Mulching	All Required		3,500.00
Advance Warning Flashers and Illumination for Temporary Connection	All Required		5,000.00
Motor and Gears for Fish Weirs (Oregon State Game Commission)	All Required		400.00
			$ 13,100.00

Utility Work

Work by California-Oregon Power Co.	All Required	$ 26,000.00
Work by Pacific Tel. and Tel. Co.	All Required	13,000.00
Work by City of Medford	All Required	57,700.00
		$ 96,700.00

Subtotal	$2,409,106.75
10% Engr. & Cont.	240,910.25
Total	$2,650,017.00

Type Code X061
Bear Creek Bridge #8907 (Sta. "MR" 4+30 to Sta. "MR" 5+97.96)(Contract 5831)

Shoring, Cribbing, etc.	All Required (10%)		$ 600.00
Structural Excavation	70 cu.yds.	$2.50	175.00
Structural Excavation, Unclassified	10 cu.yds.	8.00	80.00
Treated Timber Piling	320 lin.ft.	1.70	544.00
Drive Treated Timber Piles	16 only	31.00	496.00
Class "A" Concrete (185 cu.yds.)	All Required (4%)		11,600.00
Metal Reinforcement (36,300 lbs.)	All Required (4%)		5,480.00
Type III Prestressed Beams (56'-3½")	9 only	1,070.00	9,630.00
8-inch Metal Drain Pipe	100 lin.ft.	2.50	250.00
			$ 28,855.00

Type Code X721
Table Rock Road U'xing (Bridge #8543)(Sta. L 667+62.81)(Contract 5831)

Structural Excavation	650 cu.yds.	$2.50	$ 1,625.00
Structural Excavation Below Elevation Shown	50 cu.yds.	8.00	400.00
10" BP 42# Steel Piling	120 lin.ft.	4.20	504.00
Drive Steel Piles	4 only	31.00	124.00
Splice Steel Piles	2 only	31.00	62.00
Class "A" Concrete (1,540 cu.yds.)	All Required (32%)		92,800.00
Metal Reinforcement (381,000 lbs.)	All Required (37%)		50,690.00
8-inch Metal Drain Pipe	170 lin.ft.	2.50	425.00
Pipe Parapet Handrail	1,482 lin.ft.	8.90	13,189.80
6-inch Standard Steel Pipe	100 lin.ft.	10.25	1,025.00
Concrete Slab Riprap	100 sq.yds.	9.00	900.00
Remodel Old Bridge	All Required		4,000.00
			$165,744.80

Type Code X231
Biddle Road O'xing (Br. #8862)(Sta. TR Rev. 130+54.75 to Sta. TR Rev. 131+78.75) (Contract No. 5831)

Structural Excavation	180 cu.yds.	$2.50	$	450.00
Structural Excavation Below Elevation Shown	20 cu.yds.	8.00		160.00
10" BP 42# Steel Piling	630 lin.ft.	4.20		2,646.00
Drive Steel Piles	14 only	31.00		434.00
Splice Steel Piles	7 only	31.00		217.00
Class "A" Concrete (173 cu.yds.)	All Required (4%)			11,600.00
Metal Reinforcement (33,000 lbs.)	All Required (3%)			4,110.00
Structural Steel (53,000 lbs.)	All Required (25%)			10,125.00
8-inch Metal Drain Pipe	120 lin.ft.	2.50		300.00
Pipe Parapet Handrail	247 lin.ft.	8.90		2,198.30
			$	32,240.30

Type Code X731
Medford Corp. Road U'xing (Br. #8863)(Sta. 705+15.45)(Contract 5831)

Structural Excavation	200 cu.yds.	$2.50	$	500.00
10" BP 42# Steel Piling	490 lin.ft.	4.20		2,058.00
Drive Steel Piles	14 only	31.00		434.00
Splice Steel Piles	7 only	31.00		217.00
Treated Timber Piling	880 lin.ft.	1.70		1,496.00
Drive Treated Timber Piles	44 only	31.00		1,364.00
Class "A" Concrete (292 cu.yds.)	All Required (6%)			17,400.00
Metal Reinforcement (57,000 lbs.)	All Required (5%)			6,850.00
Structural Steel (161,500 lbs.)	All Required (75%)			30,375.00
8-inch Metal Drain Pipe	130 lin.ft.	2.50		325.00
Pipe Parapet Handrail	482 lin.ft.	8.90		4,289.80
Concrete Slab Riprap	233 sq.yds.	9.00		2,097.00
			$	67,405.80

Type Code X031
Bear Creek Bridge (Br. #8865)(Sta. TR Rev. 155+86.92 to Sta. TR Rev. 158+08.71) (Contract 5831)

Shoring, Cribbing, etc.	All Required (10%)		$	600.00
Structural Excavation	280 cu.yds.	$2.50		700.00
Structural Excavation Below Elevation Shown	75 cu.yds.	8.00		600.00
Treated Timber Piling	1,320 lin.ft.	1.70		2,244.00
Drive Treated Timber Piles	44 only	31.00		1,364.00
Class "A" Concrete (245 cu.yds.)	All Required (5%)			14,500.00
Metal Reinforcement (11,200 lbs.)	All Required (1%)			1,370.00
Treated Lumber and Timber in Place	30 M-fbm	450.00		13,500.00
Move Old Steel Span	All Required			4,000.00
			$	38,878.00

Type Code X081
Bear Creek Bridge (Br. #[illegible])(Sta. [illegible] to Sta. 700+71.29)(Contract 5831)

Shoring, Cribbing, etc.	All Required (65%)		$ 3,900.00
Structural Excavation	700 cu.yds.	$2.50	1,750.00
Structural Excavation Below Elevation Shown	75 cu.yds.	8.00	600.00
Class "A" Concrete (719 cu.yds.)	All Required (14.7%)		42,630.00
Metal Reinforcement (134,600 lbs.)	All Required (13%)		17,810.00
Type III Prestressed Beams (51'-10 3/4")	32 only	1,020.00	32,640.00
8-inch Metal Drain Pipe	50 lin.ft.	2.50	125.00
			$ 99,455.00

Type Code X781
Crater Lake Highway U'xing (Br. #8821)(Sta. 720+99.49)(Contract 5831)

Structural Excavation	400 cu.yds.	$2.50	$ 1,000.00
10" BP 42# Steel Piling	805 lin.ft.	4.20	3,381.00
Drive Steel Piles	23 only	31.00	713.00
Splice Steel Piles	10 only	31.00	310.00
Treated Timber Piling	2,700 lin.ft.	1.70	4,590.00
Drive Treated Timber Piles	135 only	31.00	4,185.00
Class "A" Concrete (876 cu.yds.)	All Required (18%)		52,200.00
Metal Reinforcement (188,500 lbs.)	All Required (19%)		26,030.00
Type III Prestressed Beams (62'-9")	1 only	1,215.00	1,215.00
Type III Prestressed Beams (62'-8")	1 only	1,215.00	1,215.00
Type III Prestressed Beams (62'-6")	1 only	1,200.00	1,200.00
Type III Prestressed Beams (62'-4")	3 only	1,200.00	3,600.00
Type III Prestressed Beams (61'-10")	2 only	1,190.00	2,380.00
Type III Prestressed Beams (61'-5")	27 only	1,185.00	31,995.00
Type III Prestressed Beams (53'-1")	1 only	1,040.00	1,040.00
Type III Prestressed Beams (52'-0")	1 only	1,020.00	1,020.00
Type III Prestressed Beams (51'-0")	9 only	1,000.00	9,000.00
8-inch Metal Drain Pipe	130 lin.ft.	2.50	325.00
Pipe Parapet Handrail	485 lin.ft.	8.90	4,316.50
Concrete Slab Riprap	1,475 sq.yds.	9.00	13,275.00
			$162,990.50

Type Code X081
Bear Creek Bridge (Br. #6605-A)(Sta. "CL" 2369+16.49 to Sta. "CL" 2371+29.49)(Contract 5831)

Shoring, Cribbing, etc.	All Required (15%)		$ 900.00
Structural Excavation	800 cu.yds.	$2.50	2,000.00
Structural Excavation Below Elevation Shown	100 cu.yds.	8.00	800.00
10" BP 42# Steel Piling	900 lin.ft.	4.20	3,780.00
Drive Steel Piles	30 only	31.00	930.00
Splice Steel Piles	15 only	31.00	465.00
Class "A" Concrete (791 cu.yds.)	All Required (16%)		46,400.00

Metal Reinforcement (181,000 lbs.)	All Required (18%)		$ 24,660.00
Type III Prestressed Beams (63'-6")	10 only	$1,220.00	12,200.00
Type III Prestressed Beams (50'-6")	8 only	980.00	7,840.00
Type III Prestressed Beams (49'-11")	16 only	960.00	15,360.00
Pipe Parapet Handrail	426 lin.ft.	8.90	3,791.40

Detour Bridge #6605-B

Untreated Timber Piling	840 lin.ft.	0.65	546.00
Drive Untreated Timber Piles	24 only	20.00	480.00
Class "A" Concrete (15 cu.yds.)	All Required (0.3%)		870.00
Untreated Timber in Place	3 M-fbm	320.00	960.00
Trestle Superstructure	198 lin.ft.	75.00	14,850.00
			$136,832.40

Type Code X281
McAndrews Road Overcrossing (Sta. 754+44.03 to Sta. 756+08.87)(Contract 5882)

Shoring, Cribbing, etc.	All Required		$ 3,000.00
Structural Excavation	825 cu.yds.	$3.50	2,887.50
Structural Excavation Below Elevation Shown	50 cu.yds.	10.00	500.00
Furnish 10" BP 42# Steel Piling	1,120 lin.ft.	4.10	4,592.00
Drive Steel Piles	28 only	60.00	1,680.00
Splice Steel Piles	7 only	50.00	350.00
Class "A" Concrete (623 cu.yds.)	All Required		39,110.00
35' to 40' Type II Prestressed Beams	28 only	500.00	14,000.00
40' to 45' Type II Prestressed Beams	28 only	600.00	16,800.00
Metal Reinforcement (112,600 lbs.)	All Required		14,075.50
18-inch Corrugated Metal Pipe	170 lin.ft.	4.50	765.00
8-inch Metal Drain Pipe	85 lin.ft.	4.00	340.00
Concrete Slab Riprap	700 sq.yds.	7.00	4,900.00
			$103,000.00
Flagging (57½% of Contractor's Cost)	All Required		50.00
			$103,050.00
	Subtotal		$835,451.80
	10% Engr. & Cont.		83,544.20
	Total		$918,996.00

Length of Roadway - - - - - - - -	6.740 Miles
Length of 9 Structures- - - - -	0.071 Mile
Length of 4 Structures- - - - -	0.000 Mile (Exceptions)
Total Length- - - - - - - - - - -	6.811 Miles
Cost of Roadway Per Mile- - - -	$393,177.59

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,650,017.00	$2,430,000.00	$220,017.00
Structures	918,996.00	845,000.00	73,996.00
	$3,569,013.00	$3,275,000.00	$294,013.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

SEVEN OAKS-JACKSON ST. SECTION

PROJECT NO. I-5-1(23)28

Estimated cost of work by City of Medford

Contract Costs (6" & 8" Mains)	$14,136.13
Contract Costs (16" Main)	33,399.19
Easement Cost	2,447.50
Contingencies	7,792.79
	$57,775.61
USE	$57,700.00

Estimated cost of work by the California-Oregon Power Company

Materials	$14,711.00
Labor	12,138.00
Transportation	1,574.00
Salvage Credit	2,325.00 Cr.
	$26,098.00
USE	$26,000.00

Estimated cost of work by the Pacific Tel. & Tel. Company

Crater Lake Interchange:

Labor	$ 2,288.00
Materials	4,173.00
Equipment	521.00
Overhead	713.00
Work by Contract	7,000.00
Salvage and Betterment Credit	2,237.00 Cr.
	$12,458.00

Other Locations:

Labor	$ 479.00
Materials	138.00
Equipment	107.00
Overhead	152.00
	$ 876.00
Total	$13,334.00
USE	$13,000.00

Oregon State Highway Department

Federal Aid
Project No. I-5-1(23)28

SEVEN OAKS-JACKSON STREET (MEDFORD) SECTION
OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 29, 1960

Type Code Y060
Utility Work (Sta. 667+50 to Sta. 792+13)

Work by City of Medford (Water Mains)	All Required	$ 57,700.00
	Subtotal	$ 57,700.00
	10% Engr. & Cont.	5,770.00
	Total	$ 63,470.00

Length of Project . . . . 0.000 miles

Federal Funds	$ 58,000.00
State Funds	5,470.00
	$ 63,470.00

Retained in Program Status

Work	Total Cost	Federal Funds
Grade, Pave and Structures	$3,136,530.00	$2,822,000.00

SEVEN OAKS-JACKSON ST. SECTION

Project No. I-5-1(23)28

Estimated costs of work by City of Medford

Contract Costs (6" & 8" Mains)	$14,136.13
Contract Costs (16" Mains)	33,399.19
Easement Cost	2,447.50
Contingencies	7,792.79
	$57,775.61
Use	$57,700.00

Oregon State Highway Department

Federal Aid
Project No. I-5-1(23)28

SEVEN OAKS-JACKSON STREET SECTION

OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 4, 1960

Type Code 7221
Roadway (Sta. 432+50 to Sta. 792+13)

Clearing and Grubbing	All	Required	$	$ 60,000.00
Removal of Concrete and Masonry	All	Required		7,500.00
Drainage Excavation, Unclassified	7,500	cu.yds.	2.50	18,750.00
Embankment in Place	695,000	cu.yds.	0.46	319,700.00
Finishing Roadbed and Slopes	All	Required		3,500.00
12-inch Concrete Pipe	300	lin.ft.	2.50	750.00
15-inch Concrete Pipe	680	lin.ft.	3.50	2,380.00
18-inch Concrete Pipe	2,100	lin.ft.	4.50	9,450.00
24-inch Concrete Pipe	300	lin.ft.	6.00	1,800.00
36-inch Concrete Pipe	50	lin.ft.	10.00	500.00
48-inch Concrete Pipe	170	lin.ft.	15.00	2,550.00
48-inch Extra Strength Concrete Pipe	280	lin.ft.	17.50	4,900.00
15-inch Corrugated Metal Pipe	50	lin.ft.	4.00	200.00
18-inch Corrugated Metal Pipe	260	lin.ft.	5.00	1,300.00
Salvaging and Reinstalling Culvert Pipe	180	lin.ft.	3.00	540.00
15-inch Culvert End Sections	10	only	37.50	375.00
18-inch Culvert End Sections	20	only	50.00	1,000.00
7'8" x 5'5" Structural Plate Pipe, 12 Ga.	150	lin.ft.	52.00	7,800.00
24-inch Sewer Pipe	1,140	lin.ft.	5.25	5,985.00
18-inch Corrugated Metal Siphon Pipe	60	lin.ft.	7.00	420.00
Concrete End Basins	4	cu.yds.	60.00	240.00
6-inch Perforated Rigid-Type Drain Pipe	800	lin.ft.	2.00	1,600.00
6-inch Metal Drain Pipe	30	lin.ft.	2.00	60.00
6-inch Perforated Metal Drain Pipe	120	lin.ft.	2.00	240.00
Special Backfill in Drains	120	cu.yds.	6.00	720.00
1½-inch Electrical Conduit	570	lin.ft.	1.75	997.50
Concrete Manholes	6	only	325.00	1,950.00
Concrete Inlets, Type G	2	only	90.00	180.00
Adjustment of Manholes	2	only	75.00	150.00
Concrete in Islands	30	cu.yds.	50.00	1,500.00
Concrete Ditch Lining	2,800	sq.yds.	6.00	16,800.00
Metal Guard Rail	18,500	lin.ft.	2.50	46,250.00
Metal Median Barrier	9,000	lin.ft.	4.00	36,000.00
Type 2 Barricade	1,300	lin.ft.	4.50	5,850.00
Salvaging and Reinstalling Guard Rail	130	lin.ft.	1.50	195.00
Guide Posts, Type W-1	350	only	6.00	2,100.00
Guide Posts, Type Y-2	220	only	6.75	1,485.00
Guide Posts, Type Y-3	8	only	8.00	64.00
Type 2 Fence	2,400	rods	5.50	13,200.00
Loose Riprap	12,200	cu.yds.	4.00	48,800.00
Coarse Crushed Material in Base	413,500	tons	1.35	558,225.00
3/4" - 0 Material in Base	113,900	tons	1.50	170,850.00
Sprinkling	29,000	M-gal.	2.50	72,500.00
Preparation of Base	All	Required		5,000.00

3/4" - 0 Material in Binder Course	700	cu.yds.	$3.50	$ 2,450.00
Furnishing and Placing Aggregates	850	cu.yds.	3.50	2,975.00
RC-3 Asphalt	110	tons	50.00	5,500.00
120-150 Asphalt	64	tons	48.00	3,072.00
RS-1 Asphalt	20	tons	50.00	1,000.00
Asphaltic Concrete Mixture	31,000	tons	3.25	100,750.00
Asphalt in Mixture	1,700	tons	38.00	64,600.00
Extra for Paving Approaches	25	only	30.00	750.00
Asphaltic Concrete Traffic Markers	2,600	lin.ft.	0.75	1,950.00
8-inch Portland Cement Concrete Pavement	190,000	sq.yds.	3.40	646,000.00
3/4-inch Expansion Joints	260	lin.ft.	1.00	260.00
Contraction Joints	28,000	lin.ft.	0.10	2,800.00
Dowel Bars	29,000	only	0.50	14,500.00
Tie Bars and Bar Reinforcement	106,400	lbs.	0.12	12,768.00
Wire Fabric Reinforcement	190,000	sq.yds.	0.75	142,500.00
3/8" - 0 Material in Cushion Course	10,700	tons	1.50	16,050.00
Table Rock Road Detour Structure	All	Required		6,000.00
Shoring, Cribbing, etc.	All	Required		7,500.00
Structural Excavation	1,600	cu.yds.	7.50	12,000.00
Excavation Below Elevation Shown	50	cu.yds.	10.00	500.00
Selected Backfill	300	cu.yds.	4.00	1,200.00
Mechanical Compactor	60	hours	8.00	480.00
Class "A" Concrete	All	Required		65,195.00
Metal Reinforcement	All	Required		13,643.00
Structural Steel	All	Required		5,250.00
Type 3 Fence	7	rods	25.00	175.00
Removal of Existing Sign Installations	All	Required	(95%)	475.00
Butterfly Sign Structures	All	Required		4,100.00
Furnish 8" BP 36# Steel Piling	538	lin.ft.	5.70	3,066.60
Drive Steel Piles	42	only	77.00	3,234.00
Metal Sign Posts	All	Required		3,000.00
Wood Sign Posts	All	Required	(97%)	4,074.00
Type "A" Signs in Place	2,938	sq.ft.	8.10	23,797.80
Type "B" Signs in Place	96	sq.ft.	8.30	796.80
Type "C", "D" and "R" Signs in Place	1,517	sq.ft.	4.50	6,826.50
Type "E", "F", "G" and "M" Signs in Place	250	sq.ft.	5.00	1,250.00
Type "J" Signs in Place	43	sq.yd.	9.20	395.60
Signs Covers	All	Required		200.00
				$2,615,440.80
Flagging (57½% of Contractor's Cost)	All	Required		2,500.00
Signing (Temporary)	All	Required		1,700.00
Seeding and Mulching	All	Required		3,500.00
Advance Warning Flashers and Illumination for Temporary Connection	All	Required		5,000.00
				$ 12,700.00
Utility Work				
Work by California-Oregon Power Co.	All	Required		13,000.00
Work by Pacific Tel. and Tel. Co.	All	Required		5,800.00
Work by Rogue River Irrigation Dist.	All	Required		500.00
Work by Oregon State Game Commission	All	Required		400.00
Work by City of Medford	All	Required		57,700.00
				$ 77,400.00

Subtotal	$2,705,540.80
10% Engr. & Cont.	270,553.20
Total	$2,976,094.00

Type Code X081
Bear Creek Bridge #8907 (Sta. "MR" 4+30 to Sta. "MR" 5+97.96)

Shoring, Cribbing	All Required (10%)		$ 1,400.00
Structural Excavation	70 cu.yds.	$10.00	700.00
Structural Excavation, Unclassified	10 cu.yds.	7.00	70.00
Treated Timber Piling	320 lin.ft.	1.40	448.00
Drive Treated Timber Piles	16 only	60.00	960.00
Class "A" Concrete (185 cu.yd. at $85.00)	All Required		15,725.00
Metal Reinforcement (36,300 lbs. at $0.14)	All Required		5,082.00
Type III Prestressed Beams (56'-3½")	9 only	1,400.00	12,600.00
8-inch Metal Drain Pipe	100 lin.ft.	4.00	400.00
			$ 37,385.00

Type Code X221
Table Rock Road U'xing (Bridge #8543)(Sta. L 667+62.81)

Structural Excavation	650 cu.yds.	$10.00	$ 6,500.00
Structural Excavation Below Elevation Shown	50 cu.yds.	7.00	350.00
10" BP 42# Steel Piling	120 lin.ft.	5.00	600.00
Drive Steel Piles	4 only	70.00	280.00
Splice Steel Piles	2 only	50.00	100.00
Class "A" Concrete (1,540 cu.yd. at $85.00)	All Required		130,900.00
Metal Reinforcement (381,000 lbs. at $0.14)	All Required		53,340.00
8-inch Metal Drain Pipe	170 lin.ft.	4.00	680.00
Pipe Parapet Handrail	1,482 lin.ft.	8.50	12,597.00
6-inch Standard Steel Pipe	100 lin.ft.	2.50	250.00
Concrete Slab Riprap	100 sq.yds.	10.00	1,000.00
Remodel Old Bridge	All Required		10,000.00
			$ 216,597.00

Type Code X231
Biddle Road O'xing (Br. #8862)(Sta. TR Rev. 130+54.75 to Sta. TR Rev. 131+78.75)

Structural Excavation	180 cu.yds.	$10.00	$ 1,800.00
Structural Excavation Below Elevation Shown	20 cu.yds.	7.00	140.00
10" BP 42# Steel Piling	630 lin.ft.	5.00	3,150.00
Drive Steel Piles	14 only	70.00	980.00
Splice Steel Piles	7 only	50.00	350.00
Class "A" Concrete (173 cu.yds. at $85.00)	All Required		14,705.00
Metal Reinforcement (33,000 lbs. at $0.14)	All Required		4,620.00
Structural Steel (53,000 lbs. at $0.25)	All Required		13,250.00
8-inch Metal Drain Pipe	120 lin.ft.	4.00	480.00
Pipe Parapet Handrail	247 lin.ft.	8.50	2,099.50
			$ 41,574.50

Type Code X731
Medford Corp. Road U'xing (Br. #8863)(Sta. 705+15.45)

Structural Excavation	200 cu.yds.	$10.00	$ 2,000.00
10" BP 42# Steel Piling	490 lin.ft.	5.00	2,450.00
Drive Steel Piles	14 only	70.00	980.00
Splice Steel Piles	7 only	50.00	350.00
Treated Timber Piling	880 lin.ft.	1.40	1,232.00
Drive Treated Timber Piles	44 only	60.00	2,640.00

Class "A" Concrete (292 cu.yd. at $85.00)	All Required	$	$ 24,820.00
Metal Reinforcement (57,000 lbs. at $0.14)	All Required		7,980.00
Structural Steel (161,500 lbs. at $0.25)	All Required		40,375.00
8-inch Metal Drain Pipe	130 lin.ft.	4.00	520.00
Pipe Parapet Handrail	482 lin.ft.	8.50	4,097.00
Concrete Slab Riprap	233 sq.yd.	10.00	2,330.00
			$ 89,774.00

Type Code X031
Bear Creek Bridge (Br. #8865)(Sta. TR Rev. 155+86.92 to Sta. TR Rev. 158+08.71)

Shoring, Cribbing	All Required (10%)		$ 1,400.00
Structural Excavation	280 cu.yds.	$10.00	2,800.00
Structural Excavation Below Elevation Shown	75 cu.yds.	7.00	525.00
Treated Timber Piling	1,320 lin.ft.	1.40	1,848.00
Drive Treated Timber Piles	44 only	60.00	2,640.00
Class "A" Concrete (245 cu.yd. at $85.00)	All Required		20,825.00
Metal Reinforcement (11,200 lbs. at $0.14)	All Required		1,568.00
Treated Lumber and Timber in Place	30 M-fbm	450.00	13,500.00
Move Old Steel Span	All Required		3,000.00
			$ 48,106.00

Type Code X081
Bear Creek Bridge (Br. #8771)(Sta. 698+64.5 to Sta. 700+91.6)

Shoring, Cribbing, etc.	All Required (6.5%)		$ 9,100.00
Structural Excavation	750 cu.yds.	$10.00	7,500.00
Structural Excavation Below Elevation Shown	75 cu.yds.	7.00	525.00
Class "A" Concrete (793 cu.yds. at $85.00)	All Required		67,405.00
Metal Reinforcement (151,000 lbs. at $0.14)	All Required		21,140.00
Type III Prestressed Beams (51'-10 3/4")	32 only	1,295.00	41,440.00
Type III Prestressed Beams (40'-5 7/8")	4 only	750.00	3,000.00
8-inch Metal Drain Pipe	50 lin.ft.	4.00	200.00
			$150,310.00

Type Code X781
Crater Lake Highway U'xing (Br. #8821)(Sta. 720+99.49)

Structural Excavation	400 cu.yds.	$10.00	$ 4,000.00
10" HP 42# Steel Piling	805 lin.ft.	5.00	4,025.00
Drive Steel Piles	23 only	70.00	1,610.00
Splice Steel Piles	10 only	50.00	500.00
Treated Timber Piling	2,700 lin.ft.	1.40	3,780.00
Drive Treated Timber Piles	135 only	60.00	8,100.00
Class "A" Concrete (846 cu.yd. at $85.00)	All Required		71,910.00
Metal Reinforcement (161,000 lbs. at $0.14)	All Required		22,540.00
Type III Prestressed Beams (62'9")	1 only	1,565.00	1,565.00
Type III Prestressed Beams (62'8")	1 only	1,565.00	1,565.00
Type III Prestressed Beams (62'6")	1 only	1,560.00	1,560.00
Type III Prestressed Beams (62'4")	2 only	1,550.00	3,100.00
Type III Prestressed Beams (62'- 1 1/2")	1 only	1,550.00	1,550.00
Type III Prestressed Beams (61'10")	2 only	1,545.00	3,090.00
Type III Prestressed Beams (61'5")	42 only	1,535.00	64,470.00
Type III Prestressed Beams (53'1")	1 only	1,325.00	1,325.00
Type III Prestressed Beams (52'3")	1 only	1,300.00	1,300.00
Type III Prestressed Beams (51'5")	14 only	1,285.00	17,990.00
8-inch Metal Drain Pipe	130 lin.ft.	4.00	520.00

Pipe Parapet Handrail	485 lin.ft.	$8.50	$ 4,122.50
Concrete Slab Riprap	1,475 sq.yd.	10.00	14,750.00
			$233,372.50

Type Code X081
Bear Creek Bridge (Br. #6605-A)(Sta. "CL" 2369+16.49 to Sta. "CL" 2371+29.49)

Shoring, Cribbing, etc.	All Required (15%)		$ 2,100.00
Structural Excavation	800 cu.yds.	$10.00	8,000.00
Structural Excavation Below Elevation Shown	100 cu.yds.	7.00	700.00
10" BP 42# Steel Piling	900 lin.ft.	5.00	4,500.00
Drive Steel Piles	30 only	70.00	2,100.00
Splice Steel Piles	15 only	50.00	750.00
Class "A" Concrete (791 cu.yd. at $85.00)	All Required		67,235.00
Metal Reinforcement (181,000 lbs. at $0.14)	All Required		25,340.00
Type III Prestressed Beams (63'6")	10 only	1,580.00	15,800.00
Type III Prestressed Beams (50'6")	8 only	1,263.00	10,104.00
Type III Prestressed Beams (49'11")	16 only	1,100.00	17,600.00
Pipe Parapet Handrail	426 lin.ft.	8.50	3,621.00

Detour Bridge #6605-B

Untreated Timber Piling	840 lin.ft.	1.25	1,050.00
Drive Untreated Timber Piles	24 only	60.00	1,440.00
Class "A" Concrete (15 cu.yd. at $85.00)	All Required		1,275.00
Untreated Timber in Place	3 M-fbm	375.00	1,125.00
Trestle Superstructure	198 lin.ft.	250.00	49,500.00
			$212,240.00
	Subtotal		$1,029,359.00
	10% Engr. & Cont.		102,935.00
	Total		$1,132,294.00

Length of Roadway - - - - - - 6.737 Miles
Length of 13 Structures - - - 0.074 Mile
Total Length- - - - - - - - - 6.811 Miles
Cost of Roadway Per Mile- - - $441,753.59

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,976,094.00	$2,738,000.00	$238,094.00
Structures	1,132,294.00	1,041,000.00	91,294.00
	$4,108,388.00	$3,779,000.00	$329,388.00

Retained in Program Status

Work	Total Cost	Federal Funds
McAndrews Rd. O'xing	$ 103,000.00	$ 93,000.00

Federal Aid
Oregon State Highway Department Project No. I-5-1(23)28

SEVEN OAKS-JACKSON STREET SECTION OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 7, 1960

Type Code 7221
Roadway (Sta. 432+50 to Sta. 792+13)

Clearing and Grubbing	All	Required		$ 60,000.00
Removal of Concrete and Masonry	All	Required	$	7,500.00
Drainage Excavation, Unclassified	7,500	cu.yds.	2.50	18,750.00
Embankment in Place	695,000	cu.yds.	0.46	319,700.00
Finishing Roadbed and Slopes	All	Required		3,500.00
12-inch Concrete Pipe	300	lin.ft.	2.50	750.00
15-inch Concrete Pipe	680	lin.ft.	3.50	2,380.00
18-inch Concrete Pipe	2,100	lin.ft.	4.50	9,450.00
24-inch Concrete Pipe	300	lin.ft.	6.00	1,800.00
36-inch Concrete Pipe	50	lin.ft.	10.00	500.00
48-inch Concrete Pipe	170	lin.ft.	15.00	2,550.00
48-inch Extra Strength Concrete Pipe	280	lin.ft.	17.50	4,900.00
15-inch Corrugated Metal Pipe	50	lin.ft.	4.00	200.00
18-inch Corrugated Metal Pipe	260	lin.ft.	5.00	1,300.00
Salvaging and Reinstalling Culvert Pipe	180	lin.ft.	3.00	540.00
15-inch Culvert End Sections	10	only	37.50	375.00
18-inch Culvert End Sections	20	only	50.00	1,000.00
7'8" x 5'9" Structural Plate Pipe, 12 Ga.	150	lin.ft.	52.00	7,800.00
24-inch Sewer Pipe	1,140	lin.ft.	5.25	5,985.00
18-inch Corrugated Metal Siphon Pipe	60	lin.ft.	7.00	420.00
Concrete End Basins	4	cu.yds.	60.00	240.00
6-inch Perforated Rigid-Type Drain Pipe	800	lin.ft.	2.00	1,600.00
6-inch Metal Drain Pipe	30	lin.ft.	2.00	60.00
6-inch Perforated Metal Drain Pipe	120	lin.ft.	2.00	240.00
Special Backfill in Drains	120	cu.yds.	6.00	720.00
1½-inch Electrical Conduit	570	lin.ft.	1.75	997.50
Concrete Manholes	6	only	325.00	1,950.00
Concrete Inlets, Type G	2	only	90.00	180.00
Adjustment of Manholes	2	only	75.00	150.00
Concrete in Islands	30	cu.yds.	50.00	1,500.00
Concrete Ditch Lining	2,800	sq.yds.	6.00	16,800.00

Metal Guard Rail	15,500	lin.ft.	$ 2.50	$ 46,250.00
Metal Median Barrier	9,000	lin.ft.	4.00	36,000.00
Type 2 Barricade	1,300	lin.ft.	4.50	5,850.00
Salvaging and Reinstalling Guard Rail	130	lin.ft.	1.50	195.00
Guide Posts, Type W-1	350	only	6.00	2,100.00
Guide Posts, Type Y-2	220	only	6.75	1,485.00
Guide Posts, Type Y-3	8	only	8.00	64.00
Type 2 Fence	2,400	rods	5.50	13,200.00
Loose Riprap	14,000	cu.yds.	4.00	56,000.00
Coarse Crushed Material in Base	413,500	tons	1.35	558,225.00
3/4" - 0 Material in Base	113,900	tons	1.50	170,850.00
Sprinkling	29,000	M-gals.	2.50	72,500.00
Preparation of Base	All	Required		5,000.00
3/4" - 0 Material in Binder Course	700	cu.yds.	3.50	2,450.00
Furnishing and Placing Aggregates	1,130	cu.yds.	3.50	3,955.00
RC-3 Asphalt	110	tons	50.00	5,500.00
120-150 Asphalt	86	tons	48.00	4,128.00
RS-1 Asphalt	25	tons	50.00	1,250.00
Asphaltic Concrete Mixture	30,000	tons	3.25	97,500.00
Asphalt in Mixture	1,650	tons	38.00	62,700.00
Extra For Paving Approaches	25	only	30.00	750.00
Asphaltic Concrete Traffic Markers	2,600	lin.ft.	0.75	1,950.00
8-inch Portland Cement Concrete Pavement	190,000	sq.yds.	3.40	646,000.00
3/4-inch Expansion Joints	260	lin.ft.	1.00	260.00
Contraction Joints	28,000	lin.ft.	0.10	2,800.00
Dowel Bars	29,000	only	0.50	14,500.00
Tie Bars and Bar Reinforcement	106,400	lbs.	0.12	12,768.00
Wire Fabric Reinforcement	190,000	sq.yds.	0.75	142,500.00
3/8" - 0 Material in Cushion Course	10,700	tons	1.50	16,050.00
Table Rock Road Detour Structure	All	Required		6,000.00
Shoring, Cribbing, Etc.	All	Required		7,500.00
Structural Excavation	1,600	cu.yds.	7.50	12,000.00
Excavation Below Elevation Shown	50	cu.yds.	10.00	500.00
Selected Backfill	300	cu.yds.	4.00	1,200.00
Mechanical Compactor	60	hours	8.00	480.00
Class "A" Concrete	All	Required		65,195.00
Metal Reinforcement	All	Required		13,643.00
Structural Steel	All	Required		5,250.00
Type 3 Fence	7	rods	25.00	175.00
Removal of Existing Sign Installations	All	Required (95%)		475.00
Butterfly Sign Structures	All	Required		4,100.00
Furnish 8" BP 36# Steel Piling	538	lin.ft.	5.70	3,066.60
Drive Steel Piles	42	only	77.00	3,234.00
Metal Sign Posts	All	Required		3,000.00
Wood Sign Posts	All	Required (97%)		4,074.00

Type "A" Signs in Place	2,938 sq.ft.	$ 8.10	$ 23,797.80
Type "B" Signs in Place	96 sq.ft.	8.30	796.80
Type "C", "D" and "E" Signs in Place	1,517 sq.ft.	4.50	6,826.50
Type "E", "F", "G" and "H" Signs in Place	250 sq.ft.	5.00	1,250.00
Type "J" Signs in Place	43 sq.yds.	9.20	395.60
Signs Covers	All Required		200.00
			$2,619,776.80
Flagging (57½% of Contractor's Cost)	All Required		2,500.00
Signing (Temporary)	All Required		1,700.00
Seeding and Mulching	All Required		3,500.00
Advance Warning Flashers and Illumination for Temporary Connection	All Required		5,000.00
			$ 12,700.00

Utility Work

Work by California-Oregon Power Co.	All Required	13,000.00
Work by Pacific Tel. and Tel. Co.	All Required	5,800.00
Work by Rogue River Irrigation Dist.	All Required	500.00
Work by Oregon State Game Commission	All Required	400.00
Work by City of Medford	All Required	57,700.00
		$ 77,400.00
	Subtotal	$2,709,876.80
	10% Engr. & Cont.	270,987.20
	Total	$2,980,864.00

Type Code X083
Bear Creek Bridge #8907 (Sta. "MF" 4+30 to Sta. "MF" 5+97.96)

Shoring, Cribbing	All Required (10%)		$ 1,400.00
Structural Excavation	70 cu.yds.	$ 10.00	700.00
Structural Excavation, Unclassified	10 cu.yds.	7.00	70.00
Treated Timber Piling	320 lin.ft.	1.40	448.00
Drive Treated Timber Piles	16 only	60.00	960.00
Class "A" Concrete (185 cu.yds. at $70.00)	All Required		12,950.00
Metal Reinforcement (36,300 lbs. at $0.14)	All Required		5,082.00
Type III Prestressed Beams (56'-3½")	9 only	1,400.00	12,600.00
8-inch Metal Drain Pipe	100 lin.ft.	4.00	400.00
			$ 34,610.00

Type Code X721
Table Rock Road U'xing (Bridge #8543)(Sta. 1667+62.81)

Structural Excavation	650 cu.yds.	$ 10.00	$ 6,500.00
Structural Excavation Below Elevation Shown	50 cu.yds.	7.00	350.00

10" BP 42# Steel Piling	120 lin.ft.	$ 5.00	$ 600.00
Drive Steel Piles	4 only	70.00	280.00
Splice Steel Piles	2 only	50.00	100.00
Class "A" Concrete (1,540 cu.yds. at $70.00)	All Required		107,800.00
Metal Reinforcement (381,000 lbs. at $0.14)	All Required		53,340.00
8-inch Metal Drain Pipe	170 lin.ft.	4.00	680.00
Pipe Parapet Handrail	1,482 lin.ft.	8.50	12,597.00
6-inch Standard Steel Pipe	100 lin.ft.	2.50	250.00
Concrete Slab Riprap	100 sq.yds.	10.00	1,000.00
Remodel Old Bridge	All Required		10,000.00
			$ 193,497.00

Type Code X231
Biddle Road O'xing (Br. #8862)(Sta. TR Rev. 130+54.75 to Sta. TR Rev. 131+78.75)

Structural Excavation	180 cu.yds.	$ 10.00	$ 1,800.00
Structural Excavation Below Elevation Shown	20 cu.yds.	7.00	140.00
10" BP 42# Steel Piling	630 lin.ft.	5.00	3,150.00
Drive Steel Piles	14 only	70.00	980.00
Splice Steel Piles	7 only	50.00	350.00
Class "A" Concrete (173 cu.yds. at $70.00)	All Required		12,110.00
Metal Reinforcement (33,000 lbs. at $0.14)	All Required		4,620.00
Structural Steel (53,000 lbs. at $0.25)	All Required		13,250.00
8-inch Metal Drain Pipe	120 lin.ft.	4.00	480.00
Pipe Parapet Handrail	247 lin.ft.	8.50	2,099.50
			$ 38,979.50

Type Code X731
Medford Corp. Road U'xing (Br. #8863)(Sta. 705+15.45)

Structural Excavation	200 cu.yds.	$ 10.00	$ 2,000.00
10" BP 42# Steel Piling	490 lin.ft.	5.00	2,450.00
Drive Steel Piles	14 only	70.00	980.00
Splice Steel Piles	7 only	50.00	350.00
Treated Timber Piling	880 lin.ft.	1.40	1,232.00
Drive Treated Timber Piles	44 only	60.00	2,640.00
Class "A" Concrete (292 cu.yds. at $70.00)	All Required		20,440.00
Metal Reinforcement (57,000 lbs. at $0.14)	All Required		7,980.00
Structural Steel (161,500 lbs. at $0.25)	All Required		40,375.00
8-inch Metal Drain Pipe	130 lin.ft.	4.00	520.00
Pipe Parapet Handrail	482 lin.ft.	8.50	4,097.00
Concrete Slab Riprap	233 sq.yds.	10.00	2,330.00
			$ 85,394.00

Type Code X031
Bear Creek Bridge (Br. #8865)(Sta. TR Rev. 155+86.92 to Sta. TR Rev. 158+08.71)

Shoring, Cribbing	All Required (10%)		$ 1,400.00
Structural Excavation	280 cu.yds.	$ 10.00	2,800.00
Structural Excavation Below Elevation Shown	75 cu.yds.	7.00	525.00
Treated Timber Piling	1,320 lin.ft.	1.40	1,848.00
Drive Treated Timber Piles	44 only	60.00	2,640.00
Class "A" Concrete (245 cu.yds. at $70.00	All Required		17,150.00
Metal Reinforcement (11,200 lbs. at $0.14)	All Required		1,568.00
Treated Lumber and Timber in Place	30 M-fbm	450.00	13,500.00
Move Old Steel Span	All Required		3,000.00
			$ 44,431.00

Type Code X081
Bear Creek Bridge (Br. #8771)(Sta. 698+64.50 to Sta. 700+71.29)

Shoring, Cribbing, Etc.	All Required (65%)		$ 9,100.00
Structural Excavation	700 cu.yds.	$ 10.00	7,000.00
Structural Excavation Below Elevation Shown	75 cu.yds.	7.00	525.00
Class "A" Concrete (719 cu.yds. at $70.00)	All Required		50,330.00
Metal Reinforcement (134,600 lbs. at $0.14)	All Required		18,844.00
Type III Prestressed Beams (51'-10 3/4)	32 only	1,295.00	41,440.00
8-inch Metal Drain Pipe	50 lin.ft.	4.00	200.00
			$ 127,439.00

Type Code X781
Crater Lake Highway U'xing (Br. #8821)(Sta. 720+99.49)

Structural Excavation	400 cu.yds.	$ 10.00	$ 4,000.00
10" BP 42# Steel Piling	805 lin.ft.	5.00	4,025.00
Drive Steel Piles	23 only	70.00	1,610.00
Splice Steel Piles	10 only	50.00	500.00
Treated Timber Piling	2,700 lin.ft.	1.40	3,780.00
Drive Treated Timber Piles	135 only	60.00	8,100.00
Class "A" Concrete (846 cu.yds. at $70.00)	All Required		59,220.00
Metal Reinforcement (161,000 lbs. at $0.14)	All Required		22,540.00
Type III Prestressed Beams (62'-9")	1 only	1,565.00	1,565.00
Type III Prestressed Beams (62'-8")	1 only	1,565.00	1,565.00
Type III Prestressed Beams (62'-6")	1 only	1,560.00	1,560.00
Type III Prestressed Beams (62'-4")	2 only	1,550.00	3,100.00
Type III Prestressed Beams (62'-1½")	1 only	1,550.00	1,550.00

Type III Prestressed Beams (61'-10")	2	only	$1,545.00	$ 3,090.00
Type III Prestressed Beams (71'-5")	42	only	1,535.00	64,470.00
Type III Prestressed Beams (53'-1")	1	only	1,325.00	1,325.00
Type III Prestressed Beams (52'-3")	1	only	1,300.00	1,300.00
Type III Prestressed Beams (51'-5")	14	only	1,285.00	17,990.00
8-inch Metal Drain Pipe	130	lin.ft.	4.00	520.00
Pipe Parapet Handrail	485	lin.ft.	8.50	4,122.50
Concrete Slab Riprap	1,475	sq.yds.	10.00	14,750.00
				$ 220,682.50

Type Code X081

Bear Creek Bridge (Br. #6605-A)(Sta. "CL" 2369+16.49 to Sta. "CL" 2371+29.49)

Shoring, Cribbing, Etc.	All	Required (15%)		$ 2,100.00
Structural Excavation	800	cu.yds.	$ 10.00	8,000.00
Structural Excavation Below Elevation Shown	100	cu.yds.	7.00	700.00
10" BP 42# Steel Piling	900	lin.ft.	5.00	4,500.00
Drive Steel Piles	30	only	70.00	2,100.00
Splice Steel Piles	15	only	50.00	750.00
Class "A" Concrete (791 cu.yds. at $70.00)	All	Required		55,370.00
Metal Reinforcement (181,000 lbs. at $0.14)	All	Required		25,340.00
Type III Prestressed Beams (63'-6")	10	only	1,580.00	15,800.00
Type III Prestressed Beams (50'-6")	8	only	1,263.00	10,104.00
Type III Prestressed Beams (49'-11")	16	only	1,100.00	17,600.00
Pipe Parapet Handrail	426	lin.ft.	8.50	3,621.00
Detour Bridge #6605-B				
Untreated Timber Piling	840	lin.ft.	$ 1.25	$ 1,050.00
Drive Untreated Timber Piles	24	only	60.00	1,440.00
Class "A" Concrete (15 cu.yds. at $70.00)	All	Required		1,050.00
Untreated Timber in Place	3	M-fbm	300.00	900.00
Trestle Superstructure	198	lin.ft.	160.00	31,680.00
				$ 182,105.00
	Subtotal			$ 927,138.00
	10% Engr. & Cont.			92,713.00
		Total		$1,019,851.00

Length of Roadway - - - - - - 6.740 Miles
Length of 9 Structures- - - - 0.071 Mile
Length of 4 Structures- - - - 0.000 Mile (Exceptions)
Total Length - - - - - - - - - 6.811 Miles
Cost of Roadway Per Mile- - - $442,264.68

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,980,864.00	$2,742,000.00	$238,864.00
Structures	1,019,851.00	938,000.00	81,851.00
	$4,000,715.00	$3,680,000.00	$320,715.00

Retained in Program Status

Work	Total Cost	Federal Funds
McAndrews Rd. O'xing	$ 103,000.00	$ 93,000.00

SEVEN OAKS-JACKSON STREET SECTI

PROJECT NO. I-5-1(23)20

Prestressed Beam Quantities

63'6" Beam

Class "A-A" Concrete	9.5+	cu.yds.	$75.00	$ 713.00
Metal Reinforcement	1,150	lbs.	0.14	161.00
Prestressed Steel	925	lbs.	0.52	481.00
Overhead				225.00
				$1,580.00

62'9" and 62'8" Beams

Class "A-A" Concrete	9.5+	cu.yds.	$75.00	$ 712.60
Metal Reinforcement	1,120	lbs.	0.14	156.80
Prestressed Steel	905	lbs.	0.52	470.60
Overhead				225.00
				$1,565.00

62'6" Beam

Class "A-A" Concrete	9.5	cu.yds.	$75.00	$ 712.50
Metal Reinforcement	1,120	lbs.	0.14	156.80
Prestressed Steel	895	lbs.	0.52	465.40
Overhead				225.00
				$1,559.70
			USE	$1,560.00

62'4" and 62'-1 1/2" Beams

Class "A-A" Concrete	9.5	cu.yds.	$75.00	$ 712.50
Metal Reinforcement	1,120	lbs.	0.14	156.80
Prestressed Steel	878	lbs.	0.52	456.56
Overhead				225.00
				$1,550.86
			USE	$1,550.00

61'10" Beams

Class "A-A" Concrete	914	cu.yds.	$75.00	$ 705.00
Metal Reinforcement	1,120	lbs.	0.14	156.80
Prestressed Steel	881	lbs.	0.52	458.12
Overhead				225.00
				$1,544.92
			USE	$1,545.00

61'5" Beams

Class "A-A" Concrete	9.4	cu.yds.	$75.00	$ 705.00
Metal Reinforcement	1,100	lbs.	0.14	154.00
Prestressed Steel	868	lbs.	0.52	451.36
Overhead				225.00
				$1,535.36
			USE	$1,535.00

56'-3 1/2" Beams

Class "A-A" Concrete	8.5	cu.yds.	$75.00	$ 637.50
Metal Reinforcement	930	lbs.	0.14	130.20
Prestressed Steel	784	lbs.	0.52	407.68
Overhead				225.00
				$1,400.38
			USE	$1,400.00

Prestressed Beam Quantities - cont.

58'1" Beams

Class "A-A" Concrete	8.5	cu.yds.	$75.00	$ 637.50
Metal Reinforcement	926	lbs.	0.14	129.64
Prestressed Steel	640	lbs.	0.52	332.80
Overhead				225.00
				$1,324.94
			USE	$1,325.00

52'3" Beams

Class "A-A" Concrete	8.1	cu.yds.	$75.00	$ 607.50
Metal Reinforcement	926	lbs.	0.14	129.64
Prestressed Steel	650	lbs.	0.52	338.00
Overhead				225.00
				$1,300.14
			USE	$1,300.00

51'-10 3/4" Beams

Class "A-A" Concrete	8.1	cu.yds.	$75.00	$ 607.25
Metal Reinforcement	926	lbs.	0.14	129.64
Prestressed Steel	639	lbs.	0.52	332.28
Overhead				225.00
				$ 1,294.42
			USE	$ 1,295.00

51'5" Beams

Class "A-A" Concrete	8.1	cu.yds.	$75.00	$ 607.50
Metal Reinforcement	926	lbs.	0.14	129.64
Prestressed Steel	620	lbs.	0.52	322.40
Overhead				225.00
				$ 1,284.54
			USE	$ 1,285.00

50'6" Beams

Class "A-A" Concrete	7.9	cu.yds.	$75.00	$ 592.50
Metal Reinforcement	900	lbs.	0.14	126.00
Prestressed Steel	616	lbs.	0.52	320.32
Overhead				225.00
				$ 1,263.82
			USE	$ 1,263.00

49'11" Beams

Class "A-A" Concrete	7.6	cu.yds.	$75.00	$ 570.50
Metal Reinforcement	800	lbs.	0.14	112.00
Prestressed Steel	420	lbs.	0.52	218.40
Overhead				220.00
				$ 1,100.90
			USE	$ 1,100.00

~~**40'-5 7/8" Beams**~~

~~Class "A-A" Concrete~~	~~6.0~~	~~cu.yds.~~	~~$75.00~~	~~$ 450.00~~
~~Metal Reinforcement~~	~~660~~	~~lbs.~~	~~0.14~~	~~92.40~~
~~Prestressed Steel~~	~~275~~	~~lbs.~~	~~0.52~~	~~143.00~~
~~Overhead~~				~~65.00~~
				~~$ 750.40~~
			~~USE~~	~~$ 750.00~~

SEVEN OAKS-JACKSON ST. SECTION

PROJECT NO. I-5-1(23)28

Estimated costs of work by City of Medford

Contract Costs (6" and 8" Mains)	$14,136.13
Contract Costs (16" Main)	33,399.19
Easement Cost	2,447.50
Contingencies	7,792.79
	$57,775.61
USE	$57,700.00

Oregon State Highway Department

Federal Aid
Project No. I-5-1(23)28

SEVEN OAKS-JACKSON STREET SECTION

OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 25, 1960

Type Code 7221
Roadway (Sta. 432+50 to Sta. 792+13)

Clearing and Grubbing	All	Required		$100,000.00
Removal of Concrete and Masonry	All	Required		7,500.00
Drainage Excavation, Unclassified	7,500	cu.yds.	$ 2.50	18,750.00
Embankment in Place	695,000	cu.yds.	.49	340,550.00
Finishing Roadbed and Slopes	All	Required		3,500.00
12-inch Concrete Pipe	300	lin.ft.	2.50	750.00
15-inch Concrete Pipe	680	lin.ft.	3.50	2,380.00
18-inch Concrete Pipe	2,100	lin.ft.	4.50	9,450.00
24-inch Concrete Pipe	300	lin.ft.	6.00	1,800.00
36-inch Concrete Pipe	50	lin.ft.	10.00	500.00
48-inch Concrete Pipe	170	lin.ft.	15.00	2,550.00
48-inch Extra Strength Concrete Pipe	280	lin.ft.	17.50	4,900.00
15-inch Corrugated Metal Pipe	50	lin.ft.	4.00	200.00
18-inch Corrugated Metal Pipe	260	lin.ft.	5.00	1,300.00
Salvaging and Reinstalling Culvert Pipe	180	lin.ft.	3.00	540.00
15-inch Culvert End Sections	10	only	37.50	375.00
18-inch Culvert End Sections	20	only	50.00	1,000.00
7'8" x 5'5" Structural Plate Pipe, 12 Ga.	150	lin.ft.	52.00	7,800.00
24-inch Sewer Pipe	1,140	lin.ft.	5.25	5,985.00
18-inch Corrugated Metal Siphon Pipe	60	lin.ft.	7.00	420.00
Concrete End Basins	4	cu.yds.	60.00	240.00
6-inch Perforated Rigid-Type Drain Pipe	800	lin.ft.	2.00	1,600.00
6-inch Metal Drain Pipe	30	lin.ft.	2.00	60.00
6-inch Perforated Metal Drain Pipe	120	lin.ft.	2.00	240.00
Special Backfill in Drains	120	cu.yds.	6.00	720.00
1-1/2 Inch Electrical Conduit	570	lin.ft.	1.75	997.50
Concrete Manholes	6	only	325.00	1,950.00
Concrete Inlets, Type C	2	only	90.00	180.00
Adjustment of Manholes	2	only	75.00	150.00
Concrete in Islands	30	cu.yds.	50.00	1,500.00
Concrete Ditch Lining	2,800	sq.yds.	6.00	16,800.00
Metal Guard Rail	18,500	lin.ft.	2.50	46,250.00
Metal Median Barrier	9,000	lin.ft.	4.00	36,000.00
Type 2 Barricade	1,300	lin.ft.	4.50	5,850.00
Salvaging and Reinstalling Guard Rail	130	lin.ft.	1.50	195.00
Guide Posts, Type W-1	350	only	6.00	2,100.00
Guide Posts, Type Y-2	220	only	6.75	1,485.00
Guide Posts, Type Y-3	8	only	8.00	64.00
Type 2 Fence	2,400	rods	5.50	13,200.00
Loose Riprap	14,000	cu.yds.	4.00	56,000.00
Coarse Crushed Material in Base	413,500	tons	1.35	558,225.00

3/4" - 0 Material in Base	113,900	tons	$ 1.50	$170,850.00
Sprinkling	29,000	M-gals.	2.50	72,500.00
Preparation of Base	All	Required		5,000.00
3/4" - 0 Material in Binder Course	700	cu.yds.	3.50	2,450.00
Furnishing and Placing Aggregates	1,130	cu.yds.	3.50	3,955.00
RC-3 Asphalt	110	tons	50.00	5,500.00
120-150 Asphalt	86	tons	48.00	4,128.00
RS-1 Asphalt	25	tons	50.00	1,250.00
Asphaltic Concrete Mixture	30,000	tons	3.25	97,500.00
Asphalt in Mixture	1,650	tons	38.00	62,700.00
Extra for Paving Approaches	25	only	30.00	750.00
Asphaltic Concrete Traffic Markers	2,600	lin.ft.	.75	1,950.00
8-inch Portland Cement Concrete Pavement	190,000	sq.yds.	3.40	646,000.00
3/4-inch Expansion Joints	260	lin.ft.	1.00	260.00
Contraction Joints	28,000	lin.ft.	.10	2,800.00
Dowel Bars	29,000	only	.50	14,500.00
Tie Bars and Bar Reinforcement	106,400	lbs.	.12	12,768.00
Wire Fabric Reinforcement	190,000	sq.yds.	.75	142,500.00
3/8" - 0 Material in Cushion Course	10,700	tons	1.50	16,050.00
Table Rock Road Detour Structure	All	Required		6,000.00
Shoring, Cribbing, etc.	All	Required		7,500.00
Structural Excavation	1,600	cu.yds.	7.50	12,000.00
Excavation Below Elevation Shown	50	cu.yds.	10.00	500.00
Selected Backfill	300	cu.yds.	4.00	1,200.00
Mechanical Compactor	60	hours	8.00	480.00
Class "A" Concrete	All	Required		65,195.00
Metal Reinforcement	All	Required		13,643.00
Structural Steel	All	Required		5,250.00
Type 3 Fence	7	rods	25.00	175.00
Removal of Existing Sign Installations	All	Required (95%)		475.00
Butterfly Sign Structures	All	Required		4,100.00
Furnish 8" BP 36# Steel Piling	510	lin.ft.	5.70	2,907.00
Drive Steel Piles	40	only	77.00	3,080.00
Metal Sign Posts	All	Required		2,950.00
Wood Sign Posts	All	Required (97%)		4,074.00
Type "A" Signs in Place	2,865	sq.ft.	8.10	23,206.50
Type "B" Signs in Place	96	sq.ft.	8.30	796.80
Type "C", "D" and "H" Signs in Place	1,517	sq.ft.	4.50	6,826.50
Type "E", "F", "G" and "K" Signs in Place	250	sq.ft.	5.00	1,250.00
Type "J" Signs in Place	43	sq.yds.	9.20	395.60
Signs Covers	All	Required		200.00
				$2,679,671.90
Flagging (57½% of Contractor's Cost)	All	Required		2,500.00
Signing (Temporary)	All	Required		1,700.00
Seeding and Mulching	All	Required		3,500.00
Advance Warning Flashers and Illumination for Temporary Connection	All	Required		5,000.00
				$ 12,700.00

Utility Work

Work by California-Oregon Power Co.	All Required		$ 13,000.00
Work by Pacific Tel. and Tel. Co.	All Required		5,800.00
Work by Rogue River Irrigation District	All Required		500.00
Work by Oregon State Game Commission	All Required		400.00
Work by City of Medford	All Required		57,700.00
			$ 77,400.00
	Subtotal		$2,769,771.90
	10% Engr. & Cont.		276,977.10
	Total		$3,046,749.00

Type Code X031
Bear Creek Bridge #8907 (Sta. "MR" 4+30 to Sta. "MR" 5+97.96)

Shoring, Cribbing, etc.	All Required (10%)		$ 1,400.00
Structural Excavation	70 cu.yds.	$ 10.00	700.00
Structural Excavation, Unclassified	10 cu.yds.	7.00	70.00
Treated Timber Piling	320 lin.ft.	1.40	448.00
Drive Treated Timber Piles	16 only	60.00	960.00
Class "A" Concrete (185 cu.yds. at $70.00)	All Required		12,950.00
Metal Reinforcement (36,300 lbs. at $0.14)	All Required		5,082.00
Type III Prestressed Beams (56'3-1/2")	9 only	1,400.00	12,600.00
8-inch Metal Drain Pipe	100 lin.ft.	4.00	400.00
			$ 34,610.00

Type Code X721
Table Rock Road U'xing (Bridge #8543)(Sta. "L" 667+62.81)

Structural Excavation	650 cu.yds.	$ 10.00	$ 6,500.00
Structural Excavation Below Elevation Shown	50 cu.yds.	7.00	350.00
10" BP 42# Steel Piling	120 lin.ft.	5.00	600.00
Drive Steel Piles	4 only	70.00	280.00
Splice Steel Piles	2 only	50.00	100.00
Class "A" Concrete (1540 cu.yds. at $70.00)	All Required		107,800.00
Metal Reinforcement (381,000 lbs. at $0.14)	All Required		53,340.00
8-inch Metal Drain Pipe	170 linft.	4.00	680.00
Pipe Parapet Handrail	1,482 lin.ft.	8.50	12,597.00
6-inch Standard Steel Pipe	100 lin.ft.	2.50	250.00
Concrete Slab Riprap	100 sq.yds.	10.00	1,000.00
Remodel Old Bridge	All Required		10,000.00
			$ 193,497.00

Type Code X231
Biddle Road O'xing (Br. #8362)(Sta. TR Rev. 130+54.75 to Sta. TR Rev. 131+78.75)

Structural Excavation	130 cu.yds.	$ 10.00	$ 1,300.00
Structural Excavation Below Elevation Shown	20 cu.yds.	7.00	140.00
10" BP 42# Steel Piling	630 lin.ft.	5.00	3,150.00
Drive Steel Piles	14 only	70.00	980.00
Splice Steel Piles	7 only	50.00	350.00
Class "A" Concrete (173 cu.yds. at $70.00)	All Required		12,110.00
Metal Reinforcement (33,000 lbs. at $0.14)	All Required		4,620.00

Structural Steel (53,000 lbs. at $0.25)	All Required		$ 13,250.00
8-inch Metal Drain Pipe	120 lin.ft.	$ 4.00	480.00
Pipe Parapet Handrail	247 lin.ft.	8.50	2,099.50
			$ 38,979.50

Type Code X731
Medford Corp. Road U'xing (Bridge #8363)(Sta. 705+15.45)

Structural Excavation	200 cu.yds.	$ 10.00	$ 2,000.00
10" BP 42# Steel Piling	490 lin.ft.	5.00	2,450.00
Drive Steel Piles	14 only	70.00	980.00
Splice Steel Piles	7 only	50.00	350.00
Treated Timber Piling	880 lin.ft.	1.40	1,232.00
Drive Treated Timber Piles	44 only	60.00	2,640.00
Class "A" Concrete (292 cu.yds. at $70.00)	All Required		20,440.00
Metal Reinforcement (57,000 lbs. at $0.14)	All Required		7,980.00
Structural Steel (161,500 lbs. at $0.25)	All Required		40,375.00
8-inch Metal Drain Pipe	130 lin.ft.	4.00	520.00
Pipe Parapet Handrail	432 lin.ft.	8.50	4,097.00
Concrete Slab Riprap	233 sq.yds.	10.00	2,330.00
			$ 85,394.00

Type Code X031
Bear Creek Bridge (Bridge #8365)(Sta. "TR Rev." 155+36.92 to Sta. "TR Rev." 158+08.71)

Shoring, Cribbing, etc.	All Required (10%)		$ 1,400.00
Structural Excavation	280 cu.yds.	$ 10.00	2,800.00
Structural Excavation Below Elevation Shown	75 cu.yds.	7.00	525.00
Treated Timber Piling	1,320 lin.ft.	1.40	1,848.00
Drive Treated Timber Piles	44 only	60.00	2,640.00
Class "A" Concrete (245 cu.yds. at $70.00)	All Required		17,150.00
Metal Reinforcement (11,200 lbs. at $0.14)	All Required		1,568.00
Treated Lumber and Timber in Place	30 M-fbm	450.00	13,500.00
Move Old Steel Span	All Required		3,000.00
			$ 44,431.00

Type Code X031
Bear Creek Bridge (Bridge #8771)(Sta. 693+64.50 to Sta. 700+71.29)

Shoring, Cribbing, etc.	All Required (65%)		$ 9,100.00
Structural Excavation	700 cu.yds.	$ 10.00	7,000.00
Structural Excavation Below Elevation Shown	75 cu.yds.	7.00	525.00
Class "A" Concrete (719 cu.yds. at $70.00)	All Required		50,330.00
Metal Reinforcement (134,600 lbs. at $0.14)	All Required		18,844.00
Type III Prestressed Beams (51'10-3/4")	32 only	1,295.00	41,440.00
8" Metal Drain Pipe	50 lin.ft.	4.00	200.00
			$127,439.00

Type Code X731
Crater Lake Highway U'xing (Bridge #8321)(Sta. 720+99.49)

Structural Excavation	400 cu.yds.	$ 10.00	$ 4,000.00
10" BP 42# Steel Piling	805 lin.ft.	5.00	4,025.00
Drive Steel Piles	23 only	70.00	1,610.00

Splice Steel Piles	10	only	$ 50.00	$ 500.00
Treated Timber Piling	2,700	lin.ft.	1.40	3,780.00
Drive Treated Timber Piles	135	only	60.00	8,100.00
Class "A" Concrete (876 cu.yds. at $70.00)	All	Required		61,320.00
Metal Reinforcement (188,500 lbs. at $0.14)	All	Required		26,390.00
Type III Prestressed Beams (62'9")	1	only	1,565.00	1,565.00
Type III Prestressed Beams (62'8")	1	only	1,565.00	1,565.00
Type III Prestressed Beams (62'6")	1	only	1,560.00	1,560.00
Type III Prestressed Beams (62'4")	3	only	1,550.00	4,650.00
Type III Prestressed Beams (61'10")	2	only	1,545.00	3,090.00
Type III Prestressed Beams (61'5")	27	only	1,535.00	41,445.00
Type III Prestressed Beams (53'1")	1	only	1,325.00	1,325.00
Type III Prestressed Beams (52'0")	1	only	1,300.00	1,300.00
Type III Prestressed Beams (51'0")	9	only	1,285.00	11,565.00
8-inch Metal Drain Pipe	130	lin.ft.	4.00	520.00
Pipe Parapet Handrail	485	lin.ft.	8.50	4,122.50
Concrete Slab Riprap	1,475	sq.yds.	10.00	14,750.00
				$197,182.50

Type Code X031

Bear Creek Bridge (Bridge #6605-A)(Sta. "CL" 2369+16.49 to Sta. "CL" 2371+29.49)

Shoring, Cribbing, etc.	All	Required (15%)		$ 2,100.00
Structural Excavation	800	cu.yds.	$ 10.00	8,000.00
Structural Excavation Below Elevation Shown	100	cu.yds.	7.00	700.00
10" BP 42# Steel Piling	900	lin.ft.	5.00	4,500.00
Drive Steel Piles	30	only	70.00	2,100.00
Splice Steel Piles	15	only	50.00	750.00
Class "A" Concrete (791 cu.yds. at $70.00)	All	Required		55,370.00
Metal Reinforcement (181,000 lbs. at $0.14)	All	Required		25,340.00
Type III Prestressed Beams (63'6")	10	only	1,530.00	15,300.00
Type III Prestressed B,ams (50'6")	8	only	1,263.00	10,104.00
Type III Prestressed Beams (43'11")	16	only	1,100.00	17,600.00
Pipe Parapet Handrail	426	lin.ft.	8.50	3,621.00

Detour Bridge #6605-B

Untreated Timber Piling	840	lin.ft.	1.25	1,050.00
Drive Untreated Timber Piles	24	only	60.00	1,440.00
Class "A" Concrete (15 cu.yds. at $70.00)	All	Required		1,050.00
Untreated Timber in Place	3	M-fbm	300.00	900.00
Trestle Superstructure	198	lin.ft.	160.00	31,680.00
				$132,105.00
	Subtotal			$903,638.00
	10% Engr. & Cont.			90,363.00
	Total			$994,001.00

Length of Roadway.	6.740 miles
Length of 9 Structures	0.071 mile
Length of 4 Structures	0.000 mile (exceptions)
Total Length	6.811 miles
Cost of Roadway per mile	$452,039.91

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$3,046,749.00	$2,802,000.00	$244,749.00
Structures	994,001.00	914,000.00	80,001.00
	$4,040,750.00	$3,716,000.00	$324,750.00

Retained in Program Status

Work	Total Cost	Federal Funds
McAndrews Road O'xing	$103,000.00	$93,000.00

SEVEN OAKS-JACKSON STREET SECTION

Project No. I-5-1(23)28

Prestressed Beam Quantities

63'6" Beam

Class "A-A" Concrete	9.5+ cu.yds.	$75.00	$ 713.00
Metal Reinforcement	1,150 lbs.	.14	161.00
Prestressed Steel	925 lbs.	.52	481.00
Overhead			225.00
			$1,580.00

62'9" and 62'8" Beams

Class "A-A" Concrete	9.5+ cu.yds.	$75.00	$ 712.60
Metal Reinforcement	1,120 lbs.	.14	156.80
Prestressed Steel	905 lbs.	.52	470.60
Overhead			225.00
			$1,565.00

62'6" Beam

Class "A-A" Concrete	9.5 cu.yds.	$75.00	$ 712.50
Metal Reinforcement	1,120 lbs.	.14	156.80
Prestressed Steel5	895 lbs.	.52	465.40
Overhead			225.00
			$1,559.70
		Use	$1,560.00

62'4" Beam

Class "A-A" Concrete	9.5 cu.yds.	$75.00	$ 712.50
Metal Reinforcement	1,120 lbs.	.14	156.80
Prestressed Steel	878 lbs.	.52	456.56
Overhead			225.00
			$1,550.86
		Use	$1,550.00

61'10" Beams

Class "A-A" Concrete	9.4 cu.yds.	$75.00	$ 705.00
Metal Reinforcement	1,120 lbs.	.14	156.80
Prestressed Steel	881 lbs.	.52	458.12
Overhead			225.00
			$1,544.92
		Use	$1,545.00

61'5" Beams

Class "A-A" Concrete	9.4 cu.yds.	$75.00	$ 705.00
Metal Reinforcement	1,100 lbs.	.14	154.00
Prestressed Steel	868 lbs.	.52	451.36
Overhead			225.00
			$1,535.36
		Use	$1,535.00

56'3-1/2" Beams

Class "A-A" Concrete	8.5 cu.yds.	$75.00	$ 637.50
Metal Reinforcement	930 lbs.	.14	130.20
Prestressed Steel	784 lbs.	.52	407.68
Overhead			225.00
			$1,400.38
		Use	$1,400.00

58'1" Beams

Class "A-A" Concrete	8.5 cu.yds.	$75.00	$ 637.50
Metal Reinforcement	926 lbs.	.14	129.64
Prestressed Steel	640 lbs.	.52	332.80
Overhead			225.00
			$1,324.94
		Use	$1,325.00

52'0" Beams

Class "A-A" Concrete	8.1 cu.yds.	$75.00	$ 607.50
Metal Reinforcement	926 lbs.	.14	129.64
Prestressed Steel	650 lbs.	.52	338.00
Overhead			225.00
			$1,300.14
		Use	$1,300.00

51'10-3/4" Beams

Class "A-A" Concrete	8.1 cu.yds.	$75.00	$ 607.25
Metal Reinforcement	926 lbs.	.14	129.64
Prestressed Steel	639 lbs.	.52	332.28
Overhead			225.00
			$1,294.42
		Use	$1,295.00

51'0" Beams

Class "A-A" Concrete	8.1 cu.yds.	$75.00	$ 607.50
Metal Reinforcement	926 lbs.	.14	129.64
Prestressed Steel	620 lbs,	.52	322,40
Overhead			225.00
			$1,284.54
		Use	$1,285.00

50'6" Beams

Class "A-A" Concrete	7.9 cu.yds.	$75.00	$ 592.50
Metal Reinforcement	900 lbs.	.14	126.00
Prestressed Steel	616 lbs.	.52	320.32
Overhead			225.00
			$1,263.82
		Use	$1,263.00

49'11" Beams

Class "A-A" Concrete	7.6 cu.yds.	$75.00	$ 570.50
Metal Reinforcement	800 lbs.	.14	112.00
Prestressed Steel	420 lbs.	.52	218.40
Overhead			220.00
			$1,100.90
		Use	$1,100.00

SEVEN OAKS-JACKSON ST. SECTION

Project No. I-5-1(23)28

Estimated costs of work by City of Medford

Contract Costs (6" and 8" mains)		$14,136.13
Contract Costs (16" main)		33,399.19
Easement Cost		2,447.50
Contingencies		7,792.79
		$57,775.61
	Use	$57,700.00

Oregon State Highway Department

Federal Aid
Project No. I-5-1(23)28

SEVEN OAKS-JACKSON STREET SECTION OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 10, 1961

Type Code 7221
Roadway (Sta. 432+50 to Sta. 792+13)(Contract No. 5831)

Clearing and Grubbing	All	Required	$	$ 34,000.00
Removal of Concrete and Masonry	All	Required		2,500.00
Drainage Excavation, Unclassified	7,500	cu.yd.	2.00	15,000.00
Embankment in Place	695,000	cu.yd.	0.61	423,950.00
Finishing Roadbed and Slopes	All	Required		5,000.00
12-inch Concrete Pipe	300	lin.ft.	2.10	630.00
15-inch Concrete Pipe	680	lin.ft.	3.10	2,108.00
18-inch Concrete Pipe	2,100	lin.ft.	3.80	7,980.00
24-inch Concrete Pipe	300	lin.ft.	4.75	1,425.00
36-inch Concrete Pipe	50	lin.ft.	9.00	450.00
48-inch Concrete Pipe	170	lin.ft.	17.50	2,975.00
48-inch Extra Strength Concrete Pipe	280	lin.ft.	25.50	7,140.00
15-inch Corrugated Metal Pipe	50	lin.ft.	4.50	225.00
18-inch Corrugated Metal Pipe	260	lin.ft.	4.60	1,196.00
Salvaging and Reinstalling Culvert Pipe	180	lin.ft.	4.50	810.00
15-inch Culvert End Sections	10	only	28.00	280.00
18-inch Culvert End Sections	20	only	36.00	720.00
7'8" x 5'5" Structural Plate Pipe, 12 Ga.	150	lin.ft.	57.50	8,625.00
24-inch Sewer Pipe	1,140	lin.ft.	7.00	7,980.00
18-inch Corrugated Metal Siphon Pipe	60	lin.ft.	6.30	378.00
Concrete End Basins	4	cu.yd.	100.00	400.00
6-inch Perforated Rigid-Type Drain Pipe	800	lin.ft.	1.20	960.00
6-inch Metal Drain Pipe	30	lin.ft.	1.50	45.00
6-inch Perforated Metal Drain Pipe	120	lin.ft.	2.00	240.00
Special Backfill in Drains	120	cu.yd.	5.00	600.00
1-1/2 inch Electrical Conduit	570	lin.ft.	1.80	1,026.00
Concrete Manholes	6	only	180.00	1,080.00
Concrete Inlets, Type G	2	only	100.00	200.00
Adjustment of Manholes	2	only	22.00	44.00
Concrete in Islands	30	cu.yd.	38.00	1,140.00
Concrete Ditch Lining	2,800	sq.yd.	5.95	16,660.00
Metal Guard Rail	18,500	lin.ft.	2.06	38,110.00
Metal Median Barrier	9,000	lin.ft.	3.56	32,040.00
Type 2 Barricade	1,300	lin.ft.	4.50	5,850.00
Salvaging and Reinstalling Guard Rail	130	lin.ft.	1.00	130.00

Guide Posts, Type W-1	350	only	$5.40	$ 1,890.00
Guide Posts, Type Y-2	220	only	6.30	1,386.00
Guide Posts, Type Y-3	8	only	7.00	56.00
Type 2 Fence	2,400	rod	5.90	14,160.00
Loose Riprap	14,000	cu.yd.	3.45	48,300.00
Coarse Crushed Material in Base	413,500	ton	0.93	384,555.00
3/4" - 0 Material in Base	113,900	ton	1.20	136,680.00
Sprinkling	29,000	M-gal.	0.10	2,900.00
Preparation of Base	All	Required		1,200.00
3/4" - 0 Material in Binder Course	700	cu.yd.	4.25	2,975.00
Furnishing and Placing Aggregates	1,130	cu.yd.	4.25	4,802.50
RC-3 Asphalt	110	ton	50.00	5,500.00
120-150 Asphalt	86	ton	50.00	4,300.00
RS-1 Asphalt	25	ton	75.00	1,875.00
Asphaltic Concrete Mixture	30,000	ton	4.10	123,000.00
Asphalt in Mixture	1,650	ton	36.00	59,400.00
Extra for Paving Approaches	25	only	25.00	625.00
Asphaltic Concrete Traffic Markers	2,600	lin.ft.	1.00	2,600.00
8-inch Portland Cement Concrete Pavement	190,000	sq.yd.	3.30	627,000.00
3/4-inch Expansion Joints	260	lin.ft.	1.00	260.00
Contraction Joints	28,000	lin.ft.	0.05	1,400.00
Dowel Bars	29,000	only	0.40	11,600.00
Tie Bars and Bar Reinforcement	106,400	lb.	0.10	10,640.00
Wire Fabric Reinforcement	190,000	sq.yd.	0.58	110,200.00
3/8" - 0 Material in Cushion Course	10,700	ton	0.93	9,951.00
Table Rock Road Detour Structure	All	Required		3,200.00
Shoring, Cribbing, Etc.	All	Required		4,000.00
Structural Excavation	1,600	cu.yd.	2.00	3,200.00
Excavation Below Elevation Shown	50	cu.yd.	8.00	400.00
Selected Backfill	300	cu.yd.	3.15	945.00
Mechanical Compactor	60	hour	7.25	435.00
Class "A" Concrete	All	Required		37,000.00
Metal Reinforcement	All	Required		16,000.00
Structural Steel	All	Required		2,850.00
Type 3 Fence	7	rod	16.00	112.00
Removal of Existing Sign Installations	All	Required	(95%)	95.00
Butterfly Sign Structures	All	Required		4,200.00
Furnish 8" BP 36# Steel Piling	510	lin.ft.	5.00	2,550.00
Drive Steel Piles	40	only	50.00	2,000.00
Metal Sign Posts	All	Required		2,000.00
Wood Sign Posts	All	Required	(97%)	3,880.00
Type "A" Signs in Place	2,865	sq.ft.	7.00	20,055.00
Type "B" Signs in Place	96	sq.ft.	7.00	672.00
Type "C", "D" and "R" Signs in Place	1,517	sq.ft.	3.25	4,930.25

Type "E", "F", "G" and "H" Signs in Place	250 sq.ft.	$4.00	$ 1,000.00
Type "J" Signs in Place	43 sq.ft.	10.00	430.00
Signs Covers	All Required		200.00
			$2,299,306.75

Flagging (57½% of Contractor's Cost)	All Required	$ 2,500.00
Signing (Temporary)	All Required	1,700.00
Seeding and Mulching	All Required	3,500.00
Advance Warning Flashers and Illumination for Temporary Connection	All Required	5,000.00
Motor and Gears for Fish Weirs (Oregon State Game Commission)	All Required	400.00
		$ 13,100.00

Utility Work

Work by California-Oregon Power Co.	All Required	$ 26,000.00
Work by Pacific Tel. and Tel. Co.	All Required	13,000.00
Work by City of Medford	All Required	57,700.00
		$ 96,700.00

Subtotal	$2,409,106.75
10% Engr. & Cont.	240,910.25
Total	$2,650,017.00

Type Code X081
Bear Creek Bridge #8907 (Sta. "MR" 4+30 to Sta. "MR" 5+97.96)(Contract 5831)

Shoring, Cribbing, etc.	All Required (10%)		$ 600.00
Structural Excavation	70 cu.yd.	$2.50	175.00
Structural Excavation, Unclassified	10 cu.yd.	8.00	80.00
Treated Timber Piling	320 lin.ft.	1.70	544.00
Drive Treated Timber Piles	16 only	31.00	496.00
Class "A" Concrete (185 cu.yd.)	All Required (4%)		11,600.00
Metal Reinforcement (36,300 lb.)	All Required (4%)		5,480.00
Type III Prestressed Beams (56' 3½")	9 only	1,070.00	9,630.00
8-inch Metal Drain Pipe	100 lin.ft.	2.50	250.00
			$ 28,855.00

Type Code X721
Table Rock Road U'xing (Bridge #8543)(Sta. L 667+62.81)(Contract 5831)

Structural Excavation	650 cu.yd.	$2.50	$ 1,625.00
Structural Excavation Below Elevation Shown	50 cu.yd.	8.00	400.00
10" BP 42# Steel Piling	120 lin.ft.	4.20	504.00

Drive Steel Piles	4 only	$31.00	$ 124.00
Splice Steel Piles	2 only	31.00	62.00
Class "A" Concrete (1,540 cu.yd.)	All Required (32%)		92,800.00
Metal Reinforcement (381,000 lb.)	All Required (37%)		50,690.00
8-inch Metal Drain Pipe	170 lin.ft.	2.50	425.00
Pipe Parapet Handrail	1,482 lin.ft.	8.90	13,189.80
6-inch Standard Steel Pipe	100 lin.ft.	10.25	1,025.00
Concrete Slab Riprap	100 sq.yd.	9.00	900.00
Remodel Old Bridge	All Required		4,000.00
			$165,744.80

Type Code X231

Biddle Road O'xing (Br. #8862)(Sta. TR Rev. 130+54.75 to Sta. TR Rev. 131+78.75)
(Contract 5831)

Structural Excavation	180 cu.yd.	$2.50	$ 450.00
Structural Excavation Below Elevation Shown	20 cu.yd.	8.00	160.00
10" BP 42# Steel Piling	630 lin.ft.	4.20	2,646.00
Drive Steel Piles	14 only	31.00	434.00
Splice Steel Piles	7 only	31.00	217.00
Class "A" Concrete (173 cu.yd.)	All Required (4%)		11,600.00
Metal Reinforcement (33,000 lb.)	All Required (3%)		4,110.00
Structural Steel (53,000 lb.)	All Required (25%)		10,125.00
8-inch Metal Drain Pipe	120 lin.ft.	2.50	300.00
Pipe Parapet Handrail	247 lin.ft.	8.90	2,198.30
			$ 32,240.30

Type Code X731

Medford Corp. Road U'xing (Br. #8863)(Sta. 705+15.45)(Contract 5831)

Structural Excavation	200 cu.yd.	$2.50	$ 500.00
10" BP 42# Steel Piling	490 lin.ft.	4.20	2,058.00
Drive Steel Piles	14 only	31.00	434.00
Splice Steel Piles	7 only	31.00	217.00
Treated Timber Piling	880 lin.ft.	1.70	1,496.00
Drive Treated Timber Piles	44 only	31.00	1,364.00
Class "A" Concrete (292 cu.yd.)	All Required (6%)		17,400.00
Metal Reinforcement (57,000 lb.)	All Required (5%)		6,850.00
Structural Steel (161,500 lb.)	All Required (75%)		30,375.00
8-inch Metal Drain Pipe	130 lin.ft.	2.50	325.00
Pipe Parapet Handrail	482 lin.ft.	8.90	4,289.80
Concrete Slab Riprap	233 sq.yd.	9.00	2,097.00
			$ 67,405.80

Type Code X031

Bear Creek Bridge (Br. #8865)(Sta. TR Rev. 155+86.92 to Sta. TR Rev. 158+08.71)
(Contract 5831)

Shoring, Cribbing, etc.	All Required (10%)		$ 600.00
Structural Excavation	280 cu.yd.	$2.50	700.00
Structural Excavation Below Elevation Shown	75 cu.yd.	8.00	600.00

Treated Timber Piling	1,320	lin.ft.	$1.70	$ 2,244.00
Drive Treated Timber Piles	44	only	31.00	1,364.00
Class "A" Concrete (245 cu.yd.)	All	Required	(5%)	14,500.00
Metal Reinforcement (11,200 lb.)	All	Required	(1%)	1,370.00
Treated Lumber and Timber in Place	30	M-fbm	450.00	13,500.00
Move Old Steel Span	All	Required		4,000.00
				$ 38,878.00

Type Code X081
Bear Creek Bridge (Br. #8771)(Sta. 698+64.50 to Sta. 700+71.29)(Cont. 5831)

Shoring, Cribbing, etc.	All	Required	(65%)	$ 3,900.00
Structural Excavation	700	cu.yd.	$2.50	1,750.00
Structural Excavation Below Elevation Shown	75	cu.yd.	8.00	600.00
Class "A" Concrete (719 cu.yd.)	All	Required	(14.7%)	42,630.00
Metal Reinforcement (134,600 lb.)	All	Required	(13%)	17,810.00
Type III Prestressed Beams (51' 10-3/4")	32	only	1,020.00	32,640.00
8-inch Metal Drain Pipe	50	lin.ft.	2.50	125.00
				$ 99,455.00

Type Code X781
Crater Lake Highway U'xing (Br. #8821)(Sta. 720+99.49)(Contract 5831)

Structural Excavation	400	cu.yd.	$2.50	$ 1,000.00
10" BP 42# Steel Piling	805	lin.ft.	4.20	3,381.00
Drive Steel Piles	23	only	31.00	713.00
Splice Steel Piles	10	only	31.00	310.00
Treated Timber Piling	2,700	lin.ft.	1.70	4,590.00
Drive Treated Timber Piles	135	only	31.00	4,185.00
Class "A" Concrete (876 cu.yd.)	All	Required	(18%)	52,200.00
Metal Reinforcement (188,500 lb.)	All	Required	(19%)	26,030.00
Type III Prestressed Beams (62' 9")	1	only	1,215.00	1,215.00
Type III Prestressed Beams (62' 8")	1	only	1,215.00	1,215.00
Type III Prestressed Beams (62' 6")	1	only	1,200.00	1,200.00
Type III Prestressed Beams (62' 4")	3	only	1,200.00	3,600.00
Type III Prestressed Beams (61' 10")	2	only	1,190.00	2,380.00
Type III Prestressed Beams (61' 5")	27	only	1,185.00	31,995.00
Type III Prestressed Beams (53' 1")	1	only	1,040.00	1,040.00
Type III Prestressed Beams (52' 0")	1	only	1,020.00	1,020.00
Type III Prestressed Beams (51' 0")	9	only	1,000.00	9,000.00
8-inch Metal Drain Pipe	130	lin.ft.	2.50	325.00
Pipe Parapet Handrail	485	lin.ft.	8.90	4,316.50
Concrete Slab Riprap	1,475	sq.yd.	9.00	13,275.00
				$162,990.50

Type Code X081
Bear Creek Bridge (Br. #6605-A)(Sta. "CL" 2369+16.49 to Sta. "CL" 2371+29.49)
(Contract 5831)

Shoring, Cribbing, etc.	All Required (15%)		$ 900.00
Structural Excavation	800 cu.yd.	$2.50	2,000.00
Structural Excavation Below Elevation Shown	100 cu.yd.	8.00	800.00
10" BP 42# Steel Piling	900 lin.ft.	4.20	3,780.00
Drive Steel Piles	30 only	31.00	930.00
Splice Steel Piles	15 only	31.00	465.00
Class "A" Concrete (791 cu.yd.)	All Required (16%)		46,400.00
Metal Reinforcement (181,000 lb.)	All Required (18%)		24,660.00
Type III Prestressed Beams (63' 6")	10 only	1,220.00	12,200.00
Type III Prestressed Beams (50' 6")	8 only	980.00	7,840.00
Type III Prestressed Beams (49' 11")	16 only	960.00	15,360.00
Pipe Parapet Handrail	426 lin.ft.	8.90	3,791.40
Detour Bridge #6605-B			
Untreated Timber Piling	840 lin.ft.	0.65	546.00
Drive Untreated Timber Piles	24 only	20.00	480.00
Class "A" Concrete (15 cu.yd.)	All Required (0.3%)		870.00
Untreated Timber in Place	3 M-fbm	320.00	960.00
Trestle Superstructure	198 lin.ft.	75.00	14,850.00
			$136,832.40

Type Code X281
McAndrews Road Overcrossing (Sta. 754+44.03 to Sta. 756+08.87)

Shoring, Cribbing, etc.	All Required	$	$ 6,000.00
Structural Excavation	825 cu.yd.	5.00	4,125.00
Structural Excavation Below Elevation Shown	50 cu.yd.	10.00	500.00
Furnish 10" BP 42# Steel Piling	1,120 lin.ft.	5.00	5,600.00
Drive Steel Piles	28 only	65.00	1,820.00
Splice Steel Piles	7 only	40.00	280.00
Class "A" Concrete (623 cu.yd. at $68.00)	All Required		42,364.00
35' to 40' Type II Prestressed Beams	28 only	550.00	15,400.00
40' to 45' Type II Prestressed Beams	28 only	700.00	19,600.00
Metal Reinforcement (112,600 lb. at $0.13)	All Required		14,638.00
18-inch Corrugated Metal Pipe	170 lin.ft.	5.00	850.00
8-inch Metal Drain Pipe	85 lin.ft.	4.00	340.00
Concrete Slab Riprap	700 sq.yd.	8.00	5,600.00
			$117,117.00

Flagging (57½% of Contractor's Cost)	All Required	$	$ 50.00
			$117,167.00
	Subtotal		$849,568.80
	10% Engr. & Cont.		84,956.20
	Total		$934,525.00

Length of Roadway - - - - - - -	6.740 Miles
Length of 9 Structures- - - - -	0.071 Mile
Length of 4 Structures- - - - -	0.000 Mile (Exceptions)
Total Length- - - - - - - - - - -	6.811 Miles
Cost of Roadway Per Mile- - - -	$393,177.59

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,650,017.00	$2,430,000.00	$220,017.00
Structures	934,525.00	850,000.00	84,525.00
	$3,584,542.00	$3,280,000.00	$304,542.00

SEVEN OAKS-JACKSON ST. SECTION

PROJECT NO. I-5-1(23)28

Estimated costs of work by City of Medford.

Contract Costs (6" & 8" Mains)		$14,136.13
Contract Costs (16" Main)		33,399.19
Easement Cost		2,447.50
Contingencies		7,792.79
		$57,775.61
	USE	$57,700.00

Estimated cost of work by the California-Oregon Power Company.

Materials		$14,711.00	
Labor		12,138.00	
Transportation		1,574.00	
Salvage Credit		2,325.00	Cr.
		$26,098.00	
	USE	$26,000.00	

Estimated cost of work by the Pacific Tel. and Tel. Company.

Crater Lake Interchange:

Labor	$ 2,288.00	
Materials	4,173.00	
Equipment	521.00	
Overhead	713.00	
Work by Contract	7,000.00	
Salvage and Betterment Credit	2,237.00	Cr.
	$12,458.00	

Other Locations:

Labor		$ 479.00
Materials		138.00
Equipment		107.00
Overhead		152.00
		$ 876.00
	TOTAL	$13,334.00
	USE	$13,000.00

RECEIVED
MAY 12 1961

ROGUE RIVER VALLEY IRRIGATION DISTRICT
3139 MERRIMAN ROAD
MEDFORD, OREGON
PHONE NORMANDY 4-1690

I-5-1(23)28

5931

REFERRED TO
Caper
By State Highway Engineer

May 12, 1961

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Re: Bear Creek Diversion Weir
Seven Oaks - Jackson Street Section
Pacific Highway, Jackson County
Your May 9, 1961 Letter

Dear Sir:

The District plans to build a fence similar to your Type 3 fence between stations 774 and 782 + 50 this coming non-irrigation season. i.e. Winter 1961-62.

You will find enclosed two initialed copies of "Exhibit A", as forwarded with your letter.

Sincerely yours,

Harold Sexton
Harold Sexton
Secretary-Manager

HS:lb

Encl. 2

RECEIVED
MAY 15 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 15 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 11 1961
FOR FILING

I-5-1(23)-2

5831

May 10, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering the transportation of piling on the Seven Oaks-Jackson Street Section of the Pacific Highway in Jackson County, Contract No. 5831, in connection with Federal Aid Project No. I-5-1(23)28.

Additional lengths of piling were required for splicing to obtain the required bearing on the "TR" overcrossing structure. The additional lengths were obtained from State storage at Blackwell Hill.

The contractor was requested to haul the piles as an emergency measure in order to avoid delay in construction. This order has been verbally recommended for approval by the BPR Bridge Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
MAY 15 1961

FOR FILING
I-5-1-23(28)
5431

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

DATE: May 9, 1961

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

FROM : C. G. Folk, Division Engineer
08-35.4-DB Salem, Oregon

CGFolk

SUBJECT: Oregon Project I-5-1(23)28
Seven Oaks-Jackson Street Section, Pacific Highway

Reference is made to your letter of May 2, 1961, requesting our approval of a proposed locked gate in the access control fence at Station 672+42 on the subject project.

In view of the need of very intermittent use of this locked gate for access only to a manhole and siphon box by the city of Medford, we hereby approve your proposed access facility.

A Price Agreement or Extra Work Order covering installation of the gate by the contractor should be submitted for our approval in the normal manner.

copy to [illegible] Porter

NOTED
FORREST COOPER

RECEIVED
MAY 10 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 15 1961
FOR FILING
I-5-1(23)28

5831

May 9, 1961

2045

Rogue River Valley Irrigation District
3139 Merriman Road
Medford, Oregon

Attention: Mr. Harold W. Sexton
Secretary-Manager

Gentlemen:

Re: Bear Creek Diversion Weir
Seven Oaks-Jackson Street Section
Pacific Highway
Jackson County

In view of the fact that your District plans to construct a fence similar to our Type 3 along Biddle Road between Stations 774 and 782+50, the State will construct a Type 3 fence between Stations 782+50 and 789 as shown on the enclosed plans marked "Exhibit A". This change has been initialed on these plans by our Utilities Engineer.

Please initial this change on two copies of the exhibits and return them to us. The third copy may be retained by the District.

The Bureau of Public Roads has approved this change, subject to a definite statement from the District as to when the remainder of the fence is to be built by the District. Please provide us with a proposed schedule as to when the District proposes to build the fence between Stations 774 and 782+50.

Very truly yours,

W. C. Williams
State Highway Engineer

CHB:fp me

Enclosure
cc C. G. Polk
Forrest Cooper
L. I. Lindas
Tom Edwards
F. D. Morgan
Jack McCormick

PLEASE RETURN TO
FORREST COOPER

ROGUE RIVER VALLEY IRRIGATION DISTRICT
3139 MERRIMAN ROAD
MEDFORD, OREGON
PHONE NORMANDY 4-1690

REFERRED TO
Cooper
By State Highway Engineer

REFERRED TO
W. C. Williams

May 4, 1961

Oregon State Highway Department
Salem, Oregon

Re: Bear Creek Diversion Weir
Seven Oaks - Jackson Street Section
Pacific Highway, Jackson County
April 25, 1961 letter from Young

Gentlemen:

The clearing activity in connection with the new highway along Biddle Road, between stations 774 and 783 has removed the brush and other barrier material. The District now contemplates the construction of a fence in this area of quality equal to your Type 3.

In view of this, your reconsideration of a Type 3 fence, as you suggested, would be appreciated.

Sincerely yours,

Harold Sexton
Harold Sexton
Secretary-Manager

HS:lb

cc: Frank Van Dyke

File

RECEIVED
MAY 5 1961
OREGON
HIGHWAY COMMISSION

RECEIVED
MAY 5 1961
STATE HIGHWAY ENGINEER

RECEIVED
MAY 8 1961
FOR FILING

I-5-1(23)28

5831

408 State Highway Building
Salem, Oregon

May 4, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.4-BB Salem, Oregon

Oregon Project I-5-1(23)28, Seven Oaks-Jackson Street Section, Pacific Highway - State Force Order - Seeding and Mulching, Contract No. 5831

Reference is made to your letter dated April 25, 1961 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

NOTED

RECEIVED
MAY 2 1961
FOR FILING

I-5-1(23)24

5931

May 4, 1961

Mr. [illegible]
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Project I-5-1(23)23

Dear Sir:

Attached are two copies of a letter from the City of Medford and two sketch maps showing the location of a proposed locked gate access on the Seven Oaks-Jackson Street Section in Jackson County. The sewer was placed on private property by the City prior to the acquisition of the right of way by the State.

At the time bids were received on this project, it was assumed that access would be available to this area via the Midway Road Bridge, but this structure was deleted from the plans as a result of right-of-way negotiations. The most likely time of need for emergency access to the manholes is during high water and it is thus impossible to gain access to this area except via the freeway.

The alternative to this proposed locked gate access is the construction of a bridge over Bear Creek.

Your approval of this access is hereby recommended. Also, authorization to have the gate installed by our contractor on a Price Agreement is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. R. L. Porter
Mr. Walter T. Wright
Mr. F. D. Morgan

CHB:fp fn

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON

April 18, 1961

Mr. Tom Edwards
Construction Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Re: Access to Sewer Manholes
at Table Rock Road

At the time the City of Medford was constructing the Berrydale Sanitary Sewer System, the City purchased an easement 30 ft wide through the Peter Bateman property at a cost of $1,000. Since then, the Freeway has crossed this sewer easement cutting off all access to one manhole and the siphon box between the Freeway and Bear Creek.

Because of the excessive cost involved in providing an access to this sewer line, Mr. C. H. Baker, Utility Liaison Engineer, has suggested that we apply through your office for a locked gate access direct from Interstate Freeway to our easement. Although this means of access will require the sewer crew to travel to the Central Point Interchange to leave the Freeway, the City of Medford is agreeable to this access. We will want our own lock, keyed to our master lock system on this gate.

Very truly yours,

Robert A. Duff
City Manager

By Vern Thorpe
Vernon Thorpe
Public Works Director

VT:ms

Baker
Show [illegible]

CONSTRUCTION DIVISION
RECEIVED
APR 19 1961
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE DOE
Baker

FORM E-30 50M 3-61 84367

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1961

SUBJECT: Sewer Access, City of Medford
Seven Oaks-Jackson Street Section
Pacific Highway
Jackson County

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

Attached are three copies each of a letter from Mr. Vern Thorpe of the City of Medford and sketch maps showing the location of a requested locked gate access to the interstate freeway on the above-named project.

At the time bids were opened on this project, it was assumed that access would be available to this sewer via the Midway Road structure, but this structure was deleted from the contract as a result of right of way negotiations. The only feasible route of access is via the freeway. Your approval of this solution is solicited and, if satisfactory, please submit two copies of each of the attached letter and maps to the Bureau of Public Roads with a request for approval. A rough draft of a letter to the Bureau of Public Roads is attached.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

CHB:fp

Enc.

cc W. T. Wright
F. D. Morgan

NOTED
FORREST COOPER

RECEIVED
APR 28 1961
OFFICE OF
STATE HIGHWAY ENGINEER

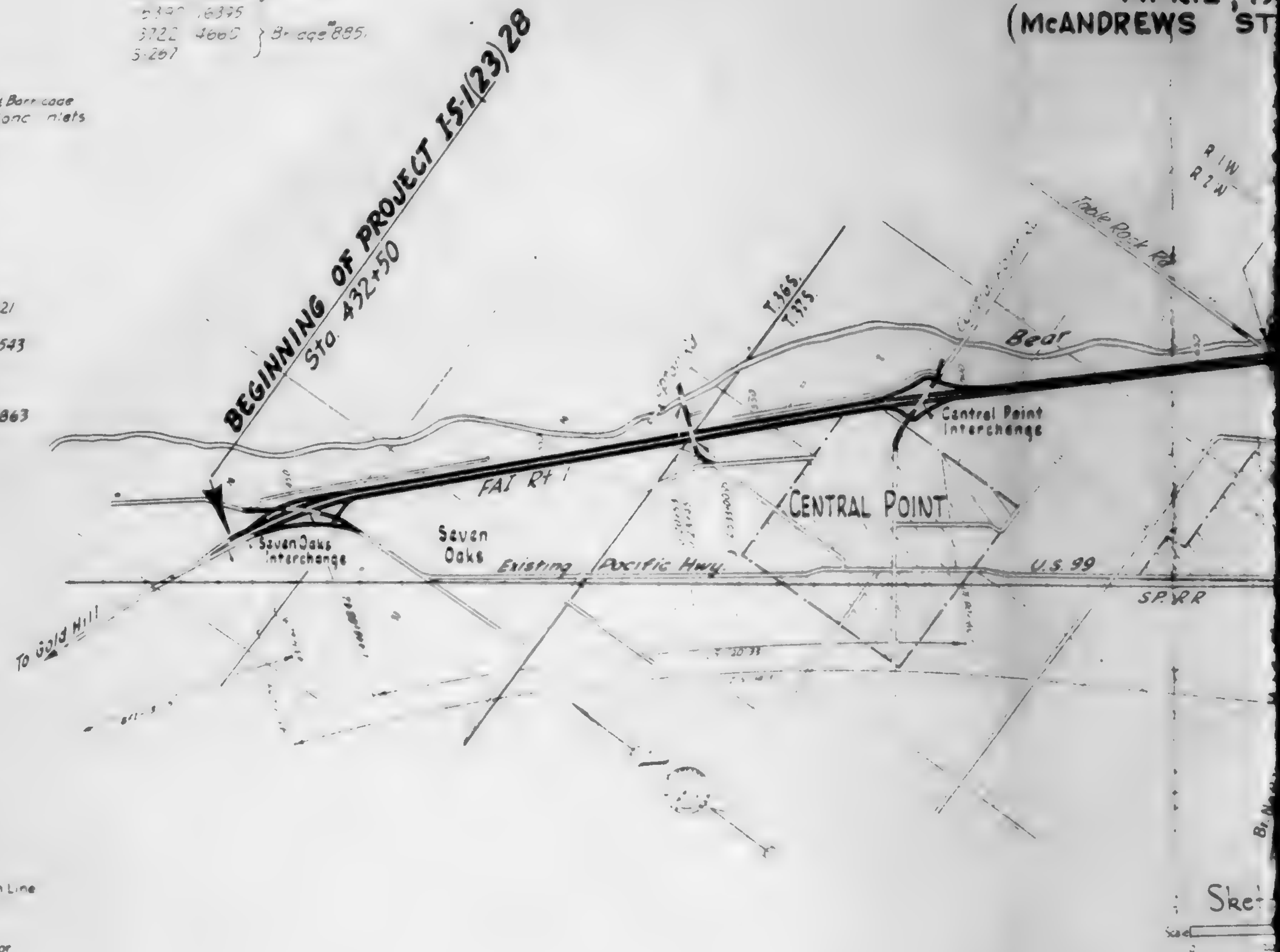
INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	Title Sheet
2 2A 2B 2C 2D	Typical Section & Summary
3	Plan & Profile
4	Plan Seven Oaks Interchange
5-6	Plan
7	Plan & Profile
8	Plan-Central Point Interchange
9	Plan
10, 11, 11A	Plan & Profile
11B	Profiles
12	Plan Crater Lake Hwy Interchange
12A	Profiles
12B	Grading Plan Crater Lake Hwy Interchange
13 14	Plan & Profiles

Dwg No.
1833 Piling Details
2050
2050A } Manholes
2051 End Basins
2070 PCC Pavement
2077 Conc. Islands
2085
2085A } R/W Fence
2088 AC Traffic Markers
2094 Guard Rail, Med Barrier & Barricade
2106 Guide Posts - 2105 Conc. Inlets
2107 Culvert End Sections
R2 2086 Electrical Conduit
16112-16117 Diversion Weir
16142-6145
14660 6127 } Bridge #6605A
16091-6094
4656 4660 } Bridge #8771
6184-6187
4656 4660 } Bridge #8907
6190 6196
4660 6127 5267 } Bridge #8821
16082-6091
4660 6127 S-267 } Bridge #8543
6148 6150
4660 } Bridge #8862
6205 16208
6150 4660 S-267 } Bridge #8863

16108 6109 Bridge #6605B
16201 6204 Bridge #8865
S 58 S14 S15
S 32 S 35 S62.3 } Signing
5390 6395
3722 4660
S-267 } Bridge #885

STATE OF
STATE HIGHWAY
PLANS FOR PROPOS
GRADING, PAVING, STRUC
SEVEN OAKS – JACKS
PACIFIC HI
JACKSON, CO
NOVEMBER,
APRIL, 19
(McANDREWS ST


BEGINNING OF PROJECT I-5-1(23)28
Sta 432+50
T.36S.
T.37S.
R/W
R/W
Table Rock Rd
Bear
Central Point Interchange
FAI Rt 1
CENTRAL POINT
Seven Oaks Interchange
Seven Oaks
Existing Pacific Hwy.
U.S. 99
S.P.R.R.
To Gold Hill
Sket

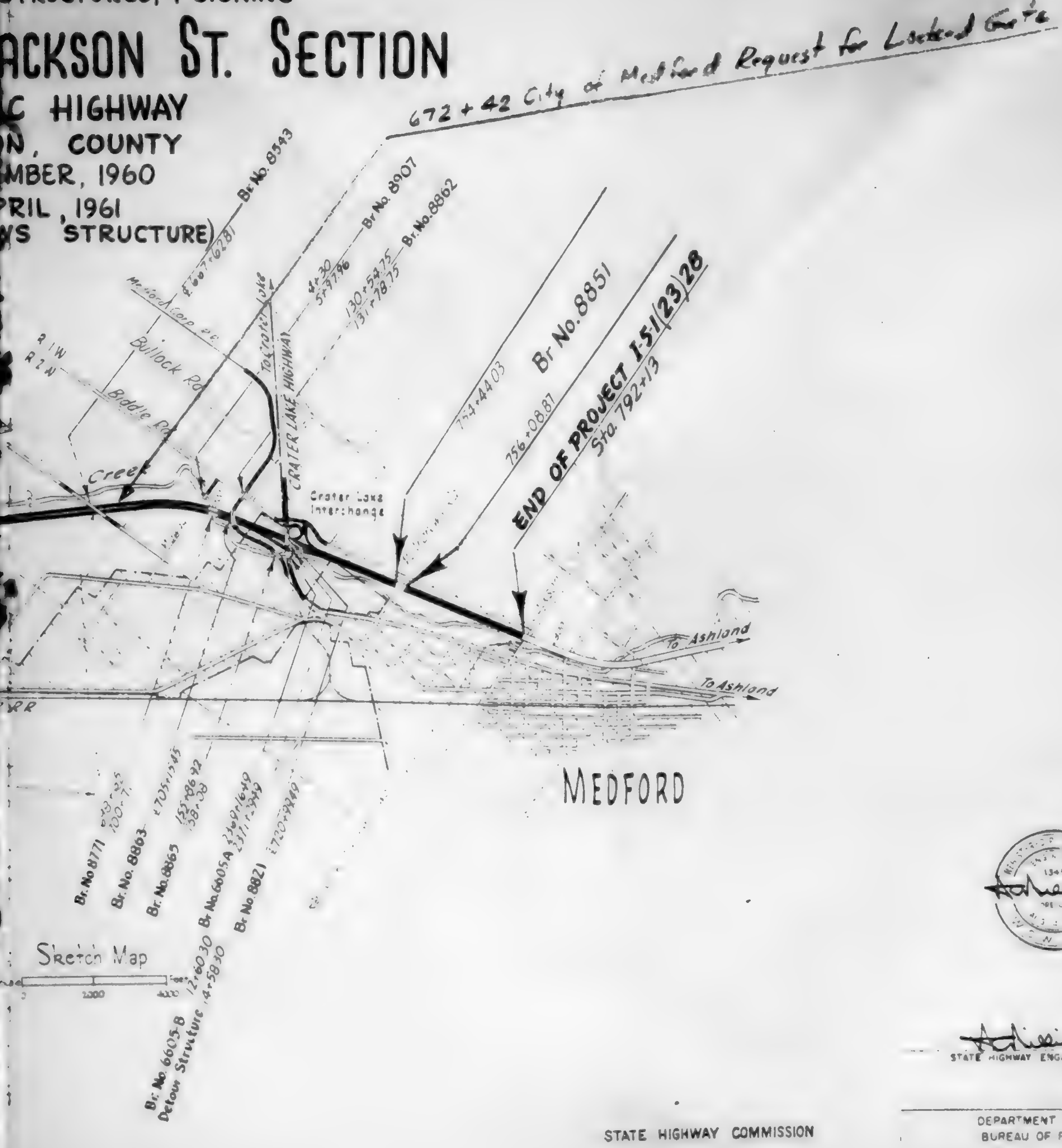
CONVENTIONAL SIGNS

- State Line
- County Line
- City or Town Limits
- Township Line
- Section Line
- Donation Land Claim Line
- Fence Line
- Guard Rail
- Unfenced Property or Right of way Line
- Existing Roads
- Trails
- Base or Survey Line
- Railroads
- Retaining Wall
- Culverts
- Drop Inlet
- Trolley Pole
- Power Pole
- Telephone or Telegraph Poles
- Marsh
- Irrigation Ditches
- Bridges
- Trees

7V-1-2

SEVEN OAKS-JACKSON ST SECTION PACIFIC HIGHWAY JACKSON, COUNTY				SHEET No 1
FED. ROAD Div. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5-1(23)28		See Index

OF OREGON
WAY DEPARTMENT
OPOSED PROJECT
STRUCTURES, & SIGNING
ACKSON ST. SECTION
C HIGHWAY
N, COUNTY
MBER, 1960
PRIL, 1961
WS STRUCTURE)


672 + 42 City of Medford Request for Locked Gate
Br. No. 8543
£ 607+62.81
Br. No. 8907
4+30
5+97.96
Br. No. 8862
130+54.75
131+78.75
Medford Corp. Li.
To Crater Lake
CRATER LAKE HIGHWAY
R 1 W
R 2 W
Bullock Rd
Biddle Rd
Creek
Crater Lake Interchange
Br No. 8851
754+44.03
756+08.81
END OF PROJECT I-5-1(23)28
Sta. 792+13
To Ashland
To Ashland
RR
MEDFORD
Br. No 8771
Br. No. 8863
£ 705+15.85
Br. No. 8865
155+86.92
158+38
Br. No. 6605A
Br. No. 8821
£ 720+99.49
Br. No. 6605-B
Detour Structure
12+60.30
14+58.30
Sketch Map
0
2000
4000

STATE HIGHWAY ENGINEER

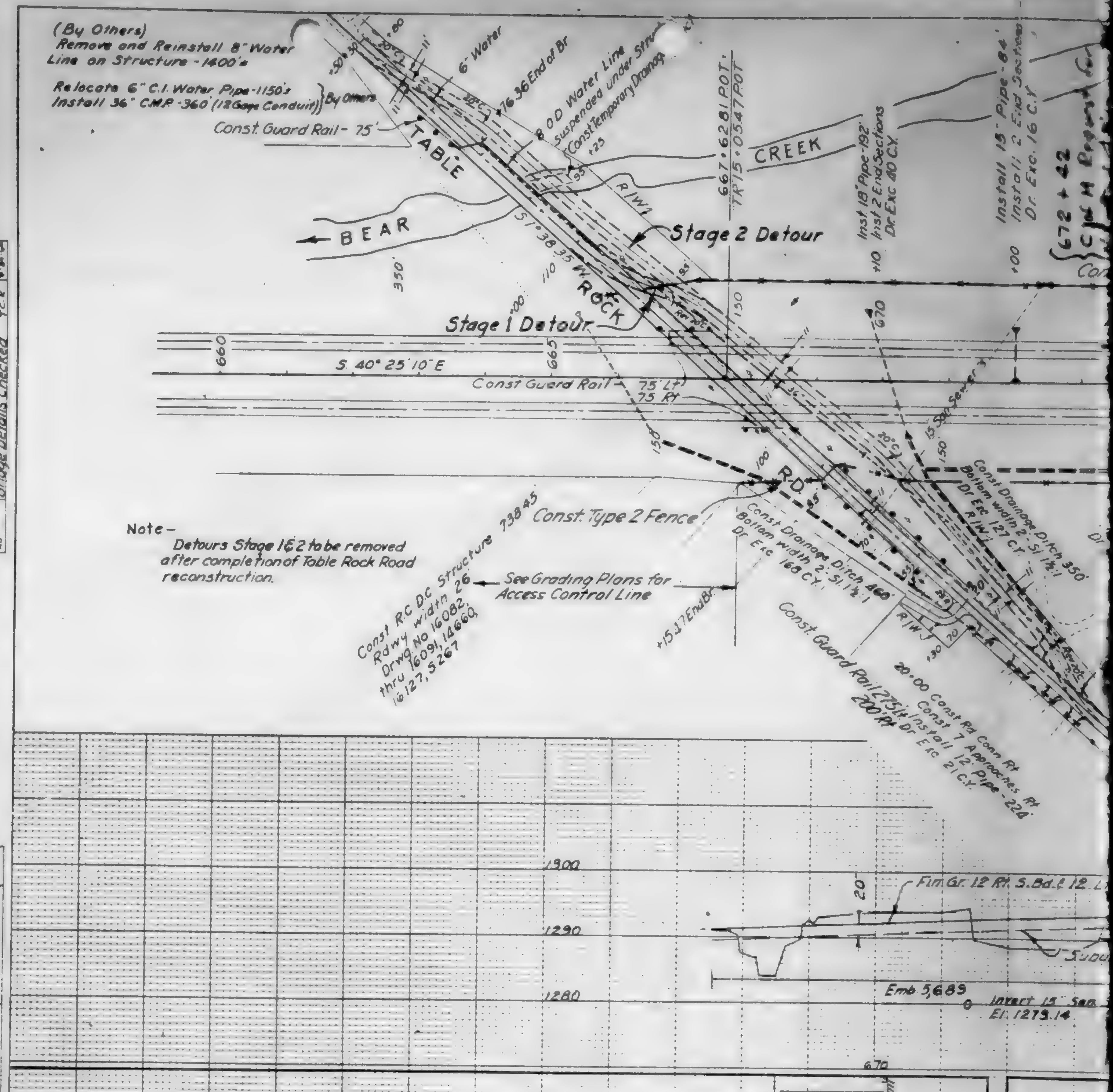
STATE HIGHWAY COMMISSION

M. K. McIver Chairman
Kenneth N. Fridley Commissioner
Glenn L. Jackson Commissioner

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED

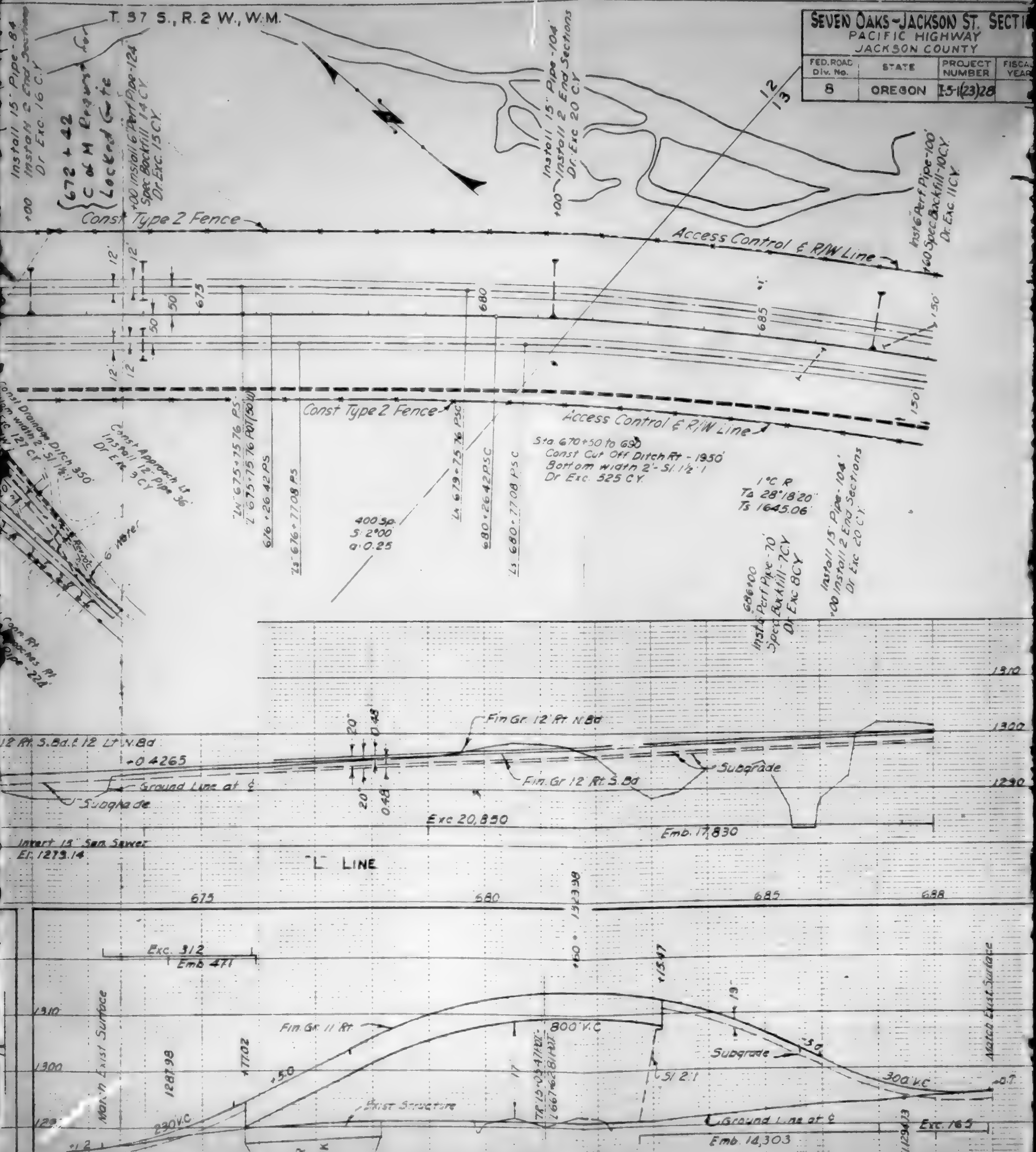
DIVISION ENGINEER DATE


(By Others)
Remove and Reinstall 8" Water Line on Structure -1400's
Relocate 6" C.I. Water Pipe-1150's
Install 36" C.M.P. -360' (12 Gage Conduit)
By Others
Const. Guard Rail - 75'
6" Water
76.36 End of Br
8" O.D Water Line suspended under Str
Const. Temporary Drainage
TABLE
ROCK
RD.
BEAR
CREEK
S 57°38'35" W
R/W
667+62.81 P.O.T.
TR 15+05.47 P.O.T.
Stage 2 Detour
Stage 1 Detour
Inst. 18" Pipe-192'
Inst. 2 End Sections
Dr. Exc. 80 C.Y.
Install 15" Pipe-84'
Instal. 2 End Sections
Dr. Exc. 16 C.Y.
672+42
660
665
670
S 40° 25' 10" E
Const Guard Rail - 75' Lt. 75' Rt.
15" San. Sewer
Const Drainage Ditch 350' Bottom width 2'-S 1½:1 Dr. Exc 127 C.Y.
Const. Type 2 Fence
Note - Detours Stage 1 & 2 to be removed after completion of Table Rock Road reconstruction.
Const. R.C. D.C. Structure 738.45 Rdwy width 26' Drwg No 16082 thru 16091, 14660, 16127, 5267
See Grading Plans for Access Control Line
+15.47 End Br.
Const Drainage Ditch 460' Bottom width 2'-S 1½:1 Dr. Exc. 168 C.Y.
Const. Guard Rail 275' Lt 200' Rt
20+00 Const Rd Conn Rt
Const 7 Approaches Rt
Install 12" Pipe - 224'
Dr. Exc. 21 C.Y.
1300
1290
1280
Fin. Gr. 12' Rt. S. Bd. & 12' Lt.
Subgrade
Emb. 5,689
Invert 15" San. S
El. 1279.14
Match Exist. Pavmt.
+1.2
+75 1288.60
200' V.C.
-1.0
200' V.C.
+0.9
+20 1292.23
Int. Detour & Line
Finish Grade 11' Lt. or Rt.
+0.7
Subgrade
+00 1282.35
Emb. 11,537
TABLE ROCK ROAD DETOUR
10
15
20
Match Line 2
Match Exist. Pavmt.
Match Line 2
Match Exist. Surface
1310
Bridge Details Checked
Note Book
No.

7V-1-

SEVEN OAKS–JACKSON ST. SECTI
PACIFIC HIGHWAY
JACKSON COUNTY

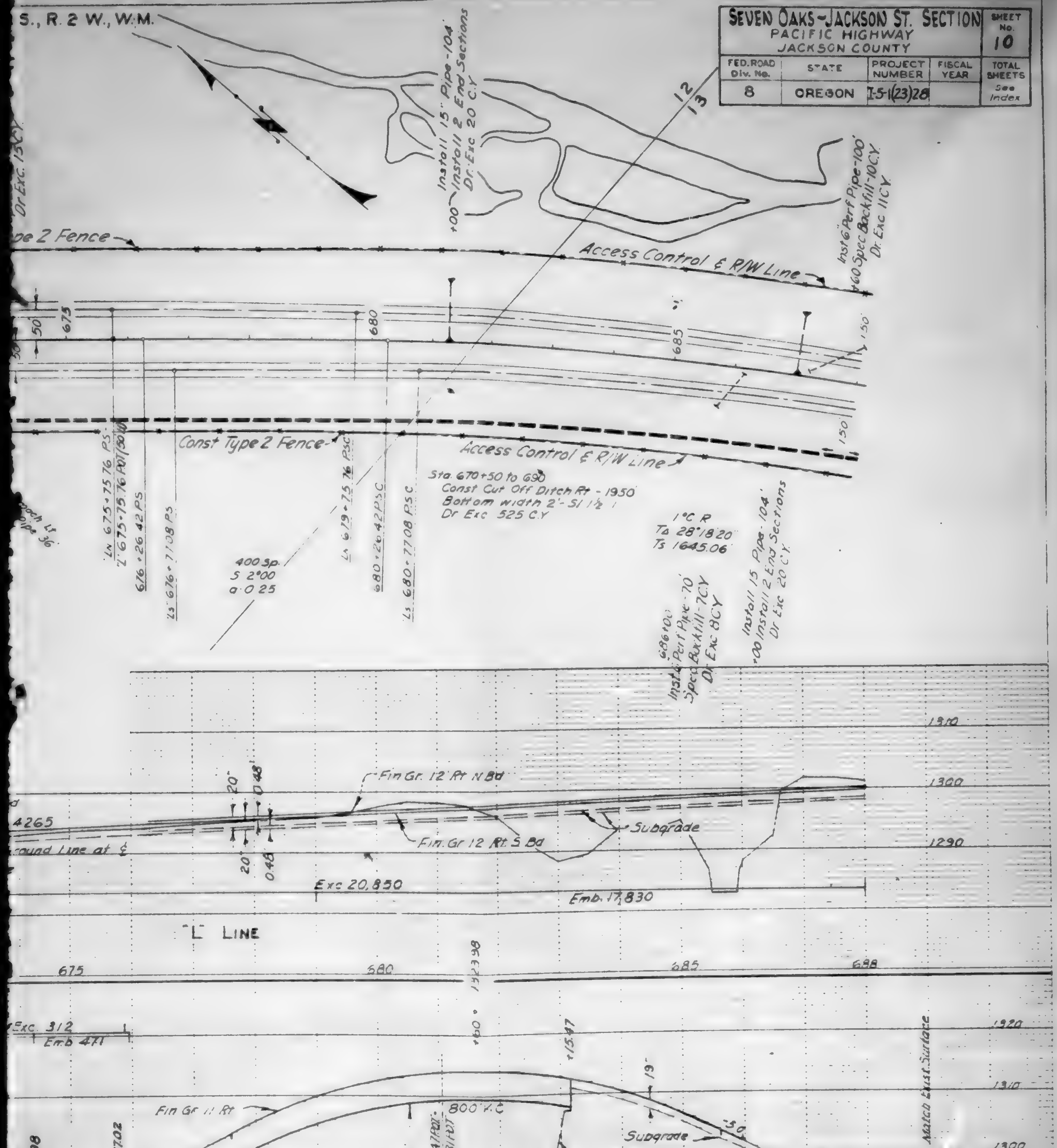
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCA YEAR
8	OREGON	I-5-1(23)28	



T. 37 S., R. 2 W., W.M.
+00 Install 15" Pipe-84 Install 2 End Sections Dr. Exc. 16 C.Y.
672+42 C of M Requests for Locked Gate
+00 Install 6" Perf Pipe-124' Spec. Backfill 14 C.Y. Dr. Exc. 15 C.Y.
+00 Install 15" Pipe-104' Install 2 End Sections Dr. Exc. 20 C.Y.
Inst 6" Perf Pipe-100' +60 Spec. Backfill-10 C.Y. Dr. Exc. 11 C.Y.
Const Type 2 Fence
Access Control & R/W Line
12
13
12'
50
673
680
685
150'
Const Type 2 Fence
Access Control & R/W Line
Const Drainage Ditch 350' Bottom width 2'-Sl. 1½:1 Dr. Exc. 127 C.Y.
Const Approach Lt Install 12" Pipe 36' Dr. Exc. 3 C.Y.
6" Water
Conn. Rt Approaches Rt Pipe-22'
"L" 675+75.76 P.S.
"L" 675+75.76 P.O.T.(50'Lt)
676+26.42 PS
"L" 676+77.08 PS
400 Sp. S 2°00' a 0.25
"L" 679+75.76 PSC
680+26.42 PSC
"L" 680+77.08 PSC
Sta. 670+50 to 690 Const Cut Off Ditch Rt - 1950' Bottom width 2'-Sl. 1½:1 Dr. Exc. 525 C.Y.
1°C R
Ta 28°18'20"
Ts 1645.06'
686+00 Inst 6" Perf Pipe-70' Spec. Backfill-7 C.Y. Dr. Exc. 8 C.Y.
Install 15" Pipe-104' +00 Install 2 End Sections Dr. Exc. 20 C.Y.
1310
1300
1290
12' Rt. S.Bd. & 12' Lt. N.Bd.
+0.4265
Ground Line at ℄
Subgrade
Fin. Gr. 12' Rt. N.Bd.
Fin. Gr. 12' Rt. S.Bd.
Subgrade
0.20
0.48
Exc. 20,850
Emb. 17,830
Invert 15" San. Sewer El. 1273.14
"L" LINE
675
680
685
688
130.98
+60
+15.47
Exc. 312
Emb. 471
Match Exist Surface
1287.98
+11.02
Fin. Gr. 11' Rt.
800' V.C.
+5.0
-5.0
Subgrade
Sl. 2:1
19'
17
TR 15+03.47 POT
1667+62.81 POT
300' V.C.
-0.7
Match Exist Surface
230' V.C.
+1.2
+40
Exist. Structure
Ground Line at ℄
Emb. 14,303
Exc. 165
+45 El. 1294.13
BEAR CREEK
TABLE ROCK ROAD
7
10
15
20
23

7V-1-2

SEVEN OAKS-JACKSON ST. SECTION PACIFIC HIGHWAY JACKSON COUNTY				SHEET No. 10
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5-1(23)28		See Index



S., R. 2 W., W.M.
12
13
+00 Install 15" Pipe-104 Install 2 End Sections Dr. Exc 20 C.Y.
Inst 6" Perf Pipe-100' +60 Spec Backfill-10 C.Y. Dr. Exc 11 C.Y.
Dr. Exc. 15 C.Y.
Type 2 Fence
Access Control & R/W Line
675
680
685
50
150
150
Const Type 2 Fence
Access Control & R/W Line
Ln 675+75.76 PS
L' 675+75.76 POT (80.00)
676+26.42 PS
Ls 676+77.08 PS
Ln 679+75.76 PSC
680+26.42 PSC
Ls 680+77.08 PSC
Sta. 670+50 to 690
Const Cut Off Ditch Rt - 1950
Bottom width 2' - Sl 1½:1
Dr Exc 525 C.Y.
400 Sp.
S 2°00
a 0.25
1° C R
Ta 28°18'20"
Ts 1645.06
686+00 Inst 6" Perf Pipe-70' Spec Backfill-7 C.Y. Dr. Exc 8 C.Y.
Install 15" Pipe-104' +00 Install 2 End Sections Dr Exc 20 C.Y.
1310
1300
1290
Fin Gr. 12' Rt N Bd
Fin Gr 12' Rt S Bd
Subgrade
.4265
Ground Line at ℄
20'
0.48'
Exc 20,850
Emb. 17,830
"L" LINE
675
680
685
688
+60 = 1323.98
Exc. 312
Emb 471
1320
1310
1300
+15.47
19'
Fin Gr 11' Rt
800' V.C.
Subgrade
-5.0
+5.0
300' V.C.
Match Exist. Surface
1287.98
+77.02
230' V.C
17
T.R. 15+03.41 POT = L 667+28.81 POT
Sl 2:1
Exist. Structure
Ground Line at ℄
Exc. 165
Emb. 14,303
+40
10
BEAR CREEK
TABLE ROCK ROAD
15
20
+45.61 1294.13
23

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MAY 3 1961
FOR FILING

I-5-1(23)2[illegible]

5831

May 2, 1961

Mr. Glenn L. Jackson, Member
Oregon State Highway Commission
216 W. Main
Medford, Oregon

Dear Mr. Jackson:

About six weeks ago, you asked me to look into the matter of removing some material in the Medford borrow pit property and replacing the building at a lower level.

I have had this investigated and hand you copies of field reports which seem to indicate that it was never the intention to remove this somewhat substantial plateau.

If you wish anything further, please let me know.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:fn

Encl.

cc Mr. W. C. Williams

FORM E-30 50M 3-61 94397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 21, 1961

SUBJECT: Borrow Pit North of Medford

To: Mr. Forrest Cooper
Deputy State Highway Engineer
BUILDING

On March 21, 1961 you relayed to us a request from Commission Jackson, namely:

"That the 'pimple' which would be left in the borrow pit on the Medford Property north of Medford be removed by moving the building and then removing the dirt, after which the building should be replaced as presumably was our original plan."

Reports from the field (copies of which are attached) indicate that the "pimple" in question is excluded from the borrow area and belongs to the City of Medford. The shape, after all borrow has been removed, will be a "plateau" about 140' x 500' with a building on it. There will be no "bumps" with buildings within the borrow area.

Also attached for your information is a map.

Tom Edwards
Construction Engineer

By
L. W. Rulien
Asst. Field Construction Engineer

LWR:jw

Attach.

NOTED
FORREST COOPER

RECEIVED
APR 24 1961
OFFICE OF
STATE HIGHWAY ENGINEER

y

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 17, 1961

SUBJECT: Borrow Pit North of Medford
Seven Oaks-Jackson St. Section
Pacific Highway
Jackson County
Contract 5831

To: Tom Edwards
Construction Engineer
Salem, Oregon

Att: L. W. Rulien

Regarding Mr. Cooper's self-explanatory letter, concerning the pimple left on the borrow area on subject section, I am enclosing a map and copy of letter received from Resident Engineer McCormick showing that the area which we think you are discussing is outside of the borrow area and is not to be disturbed. McCormick took the matter up with the City Manager of Medford and was advised that the building would not be moved. Therefore, unless we are in the wrong location, no action will be taken on this matter.

J. F. Putnam

J. F. Putnam
Asst. Division Engineer

JFP:ds
encls.

CONSTRUCTION DIVISION
RE[illegible]
NOTED [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon
14 April 1961

SUBJECT: Borrow Pit North of Medford,
7 Oaks - Jackson St Sec
Pacific Hwy, Jackson Co
Cont 5831; pre 615-1079

To F L Morgan
Division Engineer
Roseburg, Oregon

The building and property referred to in your letter of 24 March belong to the City of Medford.

Mr Duff, City Manager, was contacted on moving the building, removing the dirt and then replacing the building. This was then placed before the City Council and Mr Duff informed me on 11 April that the building would not be moved.

The agreement with the City of Medford excluded this area from the borrow.

See attached print.

Jack C McCormick
Resident Engineer

JCMc/f
enc

RECEIVED
MAR 22 1961
FOR FILING

Salem, Oregon
March 21, 1961

Borrow Pit
North of Medford

Mr. Tom Edwards
Construction Engineer
OFFICE

Commissioner Jackson made the following request this date:

That the "pimple" which would be left in the borrow pit on the Medford property north of Medford be removed by moving the building and then removing the dirt, after which the building should be replaced as presumably was our original plan.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams

RECEIVED
APR 25 1961
FOR FILING

I-5-1(23)28

5831

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 4, Account No. 224-238, covering seeding and mulching on the Seven Oaks-Jackson Street Section of the Pacific Highway in Jackson County, Contract No. 5831, in connection with Federal Aid Project No. I-5-1(23)28.

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $3,470, with Federal participation of $3,123.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

Enc.

RECEIVED
MAY 2 1961
FOR FILING

COMMISSIONERS
M. R. [illegible], CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

I-5-1(23) 28

5831

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 25, 1961

Rogue River Valley Irrigation District
c/o Van Dyke, Dellenback and McGoodwin
110 East Sixth Street
Medford, Oregon

ATTENTION: Mr. Frank J. Van Dyke

Bear Creek Diversion Weir
Seven Oaks-Jackson St. Section
Pacific Highway
Jackson County

Gentlemen:

We have received the copies of the proposed agreement as submitted with your letter of April 22. However, we cannot accept the changes made by you on Sheet 14 of Exhibit "A".

The fence type was changed at the insistence of the Bureau of Public Roads at the time the placing of the 48-inch pipe in lieu of the open ditch was approved. The Bureau of Public Roads was not in favor of placing any fence along Biddle Road since the deep portion of the ditch had been eliminated. However, since we had already agreed to put in a fence along Biddle Road in the area of the ditch extension, they very reluctantly agreed to a type 2 fence as shown on the plans.

Should Rogue River Valley Irrigation Ditch decide to place Type 3 fence through the area between Stations 774 and 783, we will reconsider our rejection of the changes as shown in the plans submitted by you. We believe that the same type of fence should be used throughout the area along Biddle Road where the irrigation ditch parallels the road.

We also believe that the fence should be placed along the right of way line of Biddle Road as shown on our plans. This will give Rogue River Valley Irrigation District an area in which materials may be stored by the District and should prevent any unauthorized use by anyone.

Additional prints of the exhibits can be made quite easily, so your retention of copies will cause no difficulty.

Very truly yours,

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

RECEIVED
APR 2[illegible] 1961
OFFICE OF
STATE HIGHWAY ENGINEER

CHB:fp

cc Forrest Cooper
G. S. Paxson
F. D. Morgan

NOTED
FORREST COOPER

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APR 21 1961
FOR FILING
I-5-1(23)28
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April 21, 1961

Mr. Harry Firman
U.S. Soil Conservation Service
Portland, Oregon

Dear Mr. Firman:

When you were giving me assistance and suggestions in getting out a design for the Bear Creek diversion weir quite some time ago, you asked for additional information on estimated costs for the various proposals. The enclosed data is in response to that request. In addition to the estimated costs given in the report, I have included final drawings with modifications arrived at by conference with the Bureau of Reclamation and the Rogue River Valley Irrigation District. The enclosed cost data for the final structure are the prices bid by Peter Kiewit Sons', the contractor.

I have not seen the structure but I understand it is virtually completed.

If you have any other questions, let me know and I'll try to find answers. Thank you again for your assistance.

Incidentally, while I have the approval of Mr. G. S. Paxson, Assistant State Highway Engineer, in releasing this data to you, it should nonetheless be considered unofficial.

Very truly yours,

John C. Jenkins
Asst. Research Engineer

JCJ:ms
attach.

Cost of Bear Creek Diversion Weir

Item	Quantity	Unit	Each	Cost
Shoring and Cribbing	All			$ 4,000.00
Structural Excavation (a)	1,600	cy	2.00	3,200.00
Excavation below Elevation shown	50	cy	8.00	400.00
Selected Backfill	300	cy	3.15	945.00
Mechanical Compactor	60	hr	7.25	435.00
Class "A" Concrete (766 cy)	All			37,000.00
Metal Reinforcement (976 lb.)	All			16,000.00
Structural Steel (b) (3,500 lb.)	All			2,850.00
Type 3 Fence	7	rod	16.00	112.00
Additional Cost due to Modifications				10,000.00
Total Cost of Structure				$74,942.00

(a) Most of excavation falls in General Excavation classification. No pay item under this heading since roadbed is paid for as Embankment in Place.

(b) Structural steel includes angles, straps, bolts, pipe, etc., not included under metal reinforcement.

Note: Not included are items such as access roads to fish ladder and headworks, irrigation discharge pipe, channel lining, measuring instruments, fish screen power supply, etc.

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FOR FILING

I-5-1(23)28

5431

April 20, 1961

2024

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of April 11 in which you wish to be informed as to what consideration had been given to the salvage value of the rails and ties in our agreement with the Medford Corporation for construction of a truck road. Following are the facts which bear on the matter.

The amount of steel which was on the old railroad right of way obtained from the Medford Corporation was 134 tons. The ties occurring along this section were of no value as they were untreated and rotten. A recent sale of scrap steel conducted by the State and occurring in Portland on April 10, 1961, brought a return of $40.37 per ton. This would therefore indicate that the total value of the steel was $5,409.58 in Portland.

We are advised by our Cost Section that it would cost approximately $20 per ton to remove this steel and haul it to a market; therefore, it is indicated that the net returns that would be realized by the State from salvage of the steel of about half that quoted above, or about $2,700.

I wish to point out further that the State and the Bureau of Public Roads realized a substantial advantage from substitution of the truck road for the railroad. Cost of revision of the railroad would have been $552,200 and the truck road is estimated to cost $397,200. This resulted in a saving to the State and the Bureau of $155,000. The Medford Corporation had considered conversion to a truck road prior to our activity in the area; however, it had done nothing about it. I believe that allowing it to retain and remove the steel from its railroad right of way enhanced the proposal to such a degree from its standpoint that it went along with the conversion at this time.

On December 12, an agreement was signed with Medco which under the terms of the agreement provided for it to remove and retain the rail on the old railroad right of way. This agreement was submitted to the Bureau of Public Roads on December 15 and the same was approved by the Bureau that date with no qualifying clauses.

I also wish to call to your attention that the truck haul road is some 1,600 feet longer than the original railroad right of way and the gradients are substantially increased.

It is our belief that this change done under the terms of our agreement has been advantageous to all parties.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
State Highway Engineer

cc Mr. W. C. Williams
Mr. Forrest Cooper
Mr. Tom Edwards

LHY:fp fn

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

DATE: April 11, 1961

PLEASE RETURN TO
FORREST COOPER

CGPolk

FROM : C. G. Polk, Division Engineer
08-35.7 Salem, Oregon

SUBJECT: Oregon Project I-5-1(14)28, Table Rock Road-12th Street
Medford Corporation Agreement

Our review of the State's agreement indicates that Medford Corporation retained the railroad tracks and ties on lands to be turned over to the State of Oregon in exchange for a new truck haul route. The tracks and ties will be removed at Medford Corporation's expense. Please advise this office what consideration was given to the salvage value of the railroad tracks and ties at the time the agreement was made. It would appear proper that the State should have received a credit for such salvage because Medford Corporation received a new facility paid for by the State. Your comments are requested.

Edw

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APR 13 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

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APR 18 1961
FOR FILING

I-5-1(23)28

5831

April 17, 1961

Mr. Ben Day, Attorney
Jackson County Home Owners
Protective Association
1005 East Main
Medford, Oregon

Dear Mr. Day:

Reference is made to your letter of April 7 with which you forwarded a resolution from the Eagle Point Parent Teachers Association protesting the conversion of the present railroad from Eagle Point to Medford to a truck road.

In this connection, I wish to advise you that the State Highway Commission has no jurisdiction in matters of this kind. You may be assured that we will insist upon adequate safeguards for the protection of the public where the truck road crosses or conflicts with roads or highways under State Highway jurisdiction.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mrs. Donald J. Grisson, Secretary
Eagle Point Parent Teachers Association
Eagle Point, Oregon

Mr. Forrest Cooper
Mr. Tom Edwards
Mr. F. D. Morgan

LHY:fp ms

LAW OFFICES
DAY AND COURTRIGHT

BEN DAY
RICHARD W. COURTRIGHT

THE MALL 7
1005 EAST MAIN
MEDFORD, OREGON
SPring 2-5217

April 7, 1961

State Highway Commission
1071 Biddle Road
Medford, Oregon

Gentlemen:

Enclosed you will find a Resolution from the Eagle Point Parent Teachers Association, concerning the proposed conversion of the present railroad into a truck road.

The people of the Eagle Point Community, and those living or having property close to the right of way, have a very strong personal concern over this problem. The people of Jackson County generally will be adversely affected if the conversion actually takes place. This resolution is sent to you in the hopes that you may assist the local people in preventing this conversion. Should that fail, then your assistance will be requested in order to help eliminate or mitigate, insofar as possible, the dangerous and obnoxious features of such a private road.

Yours very truly,

JACKSON COUNTY HOME OWNERS PROTECTIVE ASSOCIATION

Ben Day

Ben Day, Attorney

BD:jg

Enclosure

C

RESOLUTION

WHEREAS, we have been informed that MEDCO may convert their present railroad into a heavy-duty trucking road; and,

WHEREAS, such a conversion would result in a large number of log trucks making unscheduled use of the right of way from the early hours of morning until dark; and,

WHEREAS, there are a multitude of public road crossings over such right of way which are used by our school busses and by our students providing their own transportation; and,

WHEREAS, such crossings would become extremely dangerous and greatly increase the chance of accident and loss of life; and,

WHEREAS, the noise from such truck operation would disturb the sleep of our children and students; and,

WHEREAS, the diesel smoke, dust and dirt created by such an operation would create an unhealthy atmosphere,

NOW, THEREFORE, BE IT RESOLVED, that the Eagle Point Parent Teachers Association does hereby protest against the conversion of the MEDCO railroad into a log trucking road; and,

BE IT FURTHER RESOLVED, that copies of this resolution be sent to the officials of the Medford Corporation, the Jackson County Court, the State Public Utilities Commission, the State Highway Commission, the Jackson County Planning Commission, the Medford Mail Tribune, and all others who may be in a position to assist in preventing this conversion.

Mrs Darrel R. Straley
President - Eagle Point Parent Teachers
Association

The above resolution was (unanimously) passed by vote of the membership at meeting held the 28th day of March, 1961, at Eagle Point, Oregon.

Mrs Donald J. Grissom
Secretary - Eagle Point Parent Teachers
Association

Pan Amer[illegible] all free

MEDFORD, OREGON, FRIDAY, APRIL 14, 1961

Planning Commission Suggests Public Purchase of Land Strip

The Medford city planning commission last night expressed disappointment that a narrow strip of apparently useless land has been left along the west side of Biddle rd. as a result of the new freeway, and recommended to the city council that the land be purchased for public use.

The action came after the commission unanimously rejected a request to change the zone of three lots on Biddle rd. from single family to limited commercial. The zone change had been requested by Lee Bumgardner and Ira Lawrence for property located at 801, 851 and 895 Biddle rd.

Commission Member Donald Walters said that if the commission were to approve the requests "it's going to cost the taxpayers in the future much more money." Because of the shallow depth of the land, 80 feet, Walters said that whatever the land is used for "it is going to be a slum area."

The entire strip of land located between Biddle rd. and the new freeway is approximately 2,900 feet long, and varies in width from 80 to 100 feet. It is all in private ownership. In its proposed land-use plan the city has designated this land as a special problem area.

Lawrence told the commission that the state paid for the rear three-quarters of his property but his home is located on the front quarter of the property and this represents the majority of the value of the property.

Under questioning by the commission, Lawrence said the state did pay for some damages to the remaining property, but added that this did not begin to pay for the full value of the land before the freeway was located there.

One problem that is being considered by the commission is that Biddle rd. is designated as a major street. It is felt that widened and that will decrease the already shallow depth of the property nearest the freeway.

City Manager Robert Duff said last night that the city did make an effort to have the highway commission purchase all of this land and make it part of the freeway right of way. He said the commission appeared willing, but it apparently was stopped by the Bureau of Public Roads.

Walter declared: "It is unfortunate that as a result of the freeway (it) dumps a bunch of problems off locally like this." He said this is something that the public should be aware of "because it's happening all over."

Planning Consultant Ned Langford said the planning staff feels "this property is not suited to residential, not suited to commercial development and not suited to industrial development." The only alternative this leaves, he said, is public purchase.

Langford suggested that the land might be put to some use as a nursery either for the city park department or for local garden clubs. This strip of land will be easily visible from the freeway it was pointed out.

The commission did not necessarily suggest to the council that the city purchase the land, but asked that an effort be made to have some public agency, such as the state, purchase it.

Pan Amer[illegible] Day that he a session of the Council [illegible] all free

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APR 6 1961
FOR FILING

I-5-1(23)28

5831

April 5, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering SS-1 asphalt in sprinkling on detours on the Seven Oaks-Jackson Street Section of the Pacific Highway in Jackson County, Contract No. 5831, in connection with Federal Aid Project No. I-5-1(23)28.

Detours have become very dusty and sprinkling is necessary for the comfort and safety of traffic. It is proposed to use a mixture of approximately 6% SS-1 asphalt in the water to better control the dust condition.

This has been verbally approved by the BPR District Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

Encl.

ME[illegible] MARCH 22, 1961

I-5-1 (23) 28

WORK PROGRESSING—Work is progressing on a diversion dam on Bear creek for the Rogue River Valley Irrigation district shown above. The diversion dam is being relocated upstream from the present dam because of the Highway 99 freeway construction. The dam is just north of the Jackson st. bridge. Clearing for the freeway and the start of an elevated fill section are visible in the background. —(Knackstedt Photo)

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MAR 24 1961
FOR FILING

COMMISSIONERS
[illegible] K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

I-5-1(23)21
5831

March 22, 1961

Mr. Norman P. Barnes
Foress Company
Box 687
Corvallis, Oregon

Dear Sir:

The attached working drawings for the Type "J" signs on the Jackson Street-Seven Oaks Section, Contract No. 5831, have been checked and are approved as noted.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By Original Signed by

F. B. Crandall
Traffic Engineer

DR:cs
Attachment
bc: G. S. Paxson
Tom Edwards

NOTED

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MAR 2[illegible] 1961
FOR [illegible]
I-5-1(23)28
5931

408 State Highway Building
Salem, Oregon

March 20, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.6 Salem, Oregon

Oregon Project I-5-1(23)28

We have today approved the P. S. and E. documents for Oregon Project I-5-1(23)28, McAndrews O'Xing, Seven Oaks-Jackson St. Section, Pacific Highway.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Porter

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MAR 9 1961
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I-5-1(23) 28

5831

March 9, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering backfill around weir walls on the Seven Oaks-Jackson Street Section of the Pacific Highway in Jackson County, Contract No. 5831, in connection with Federal Aid Project No. I-5-1(23)28.

The Rogue River Valley Irrigation District has required that impervious backfill material be placed around the walls of the irrigation weir under construction at Bear Creek.

This constitutes a change in specifications, as the specified backfill material is to be gritty and maximum of 3" in size. Suitable impervious material is not available in excavation. This order is to cover the hauling, placing and compacting of the material. It has been verbally approved by the BPR District Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

Enc.

RECEIVED
MAR 9 1961
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I-5-1(23)28

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T

March 9, 1961

Hon. Mark O. Hatfield
Governor of Oregon
Capitol Building
Salem, Oregon

Dear Governor Hatfield:

I am returning your file on the Floyd R. McCabe matter (Mt. Pitt, Star Route, Butte Falls, Oregon). I am also attaching a copy of a letter that we directed to Mr. McCabe on March 2 which refers to the same subject.

The Medford Corporation operates a private logging road from the Butte Falls area to Medford. For some years, it has been considering conversion of this facility to a truck route, a move which would appear to be dictated by economy. In connection with the construction of the new interstate highway just northerly of Medford, it was necessary to cross this railroad, which led to negotiation with the Medford Corporation. We were informed of its probable plans for conversion to truck use and were asked to delay our final planning pending its decision. This we did, and, of its own volition, the Medford Corporation elected to convert to truck use.

The Highway Commission had nothing to do with the decision of the Medford Corporation; in fact, our plans were such that either the railroad or the truck route could be separated from the freeway traffic. The matter was resolved by the Medford Corporation's determination to convert to truck use.

I have prepared a suggested draft of a letter to Mr. McCabe for your consideration.

Very truly yours,

W. C. Williams
State Highway Engineer

FC:fn me

Enclosure

cc Forrest Cooper

SUGGESTED REPLY

Mr. Floyd R. McCabe
Mt. Pitt, Star Route
Butte Falls, Oregon

Dear Mr. McCabe:

I have investigated the matter discussed in your letter of February 21; namely, the conversion of a private logging railroad to a private truck route between Butte Falls and Medford.

Your recent letter on this subject to the State Highway Commission was answered on March 2, and I have been furnished a copy of this answer.

Further investigation does not elicit any information which would tend to change the explanation given to you in the State Highway Engineer's letter. The conversion from a private railroad to a private hauling road seems to have been a voluntary action of the Medford Corporation. The Highway Commission was ready and willing to accommodate either facility as it was affected by the construction of the freeway.

FC:fn me

cc Forrest Cooper

FLOYD R. McCABE
Mt. Pitt, Star Route
Butte Falls, Oregon

Mt. Pitt Star Route
Butte Falls, Oregon
February 21, 1961

Honorable Mark Hatfield
Governor of Oregon
Salem, Oregon

Railway

My dear Mr. Hatfield:

the enclosed letter is a copy of one sent to the Oregon State Highway Commission. It appears, from the reports from various sources that the Highway Commission is trying to force Medford Corporation to abandon the railroad which has, for over forty years, hauled logs from Butte Falls to Medford, by cutting the rail link at the crossing of the new freeway north of Medford. I think it the duty of the Governor of Oregon to look into the matter inasmuch as many of the residents in the vicinity of the present railway and proposed private truck road are very much opposed to the abandonment of the railroad.

Mr. B. L. Nutting, manager of Medford Corporation has said in the Newspaper accounts of meetings held by residents along the railroad that the Highway Commission is responsible for plans to change from railroad hauling to truck hauling of logs from this area to Medford. It appears they do not wish to listen to the people concerned. So I think it would be appreciated by the people if you were to look into the matter.

Thanking you in advance, I remain,

Respectfully yours,
Floyd R. McCabe

[redacted]

Variance Restrictions Noted by County Board

Several restrictions, to be complied with by Peter Kiewit Son's company, were detailed by the Jackson county planning commission's board of adjustment last week with its approval of the company's request for a variance.

The variance, first requested in early January, was for the location of fill dirt and rock crusher sites north of Central Point. The property is between Gebhard and Scenic rds. east of the proposed freeway route and a site north of Eric ave. about three miles northwest of the other property.

The restrictions include:

1. Protection of the Central Point sewer line crossing Bear creek by not removing material within 100 feet upstream from it;
2. Planting a screen of trees between the pit and the freeway;
3. Leave a berm between the Ball property and the Ellestad property in the excavation area with an outlet ditch constructed;
4. Slopes in the pit on the Ball property to be cut on approximate 2½ feet to 1 foot; and
5. To terminate variance at end of company's contract with the state highway commission which started March 1 for a period of 210 working days.

The variance was requested due to the county's interim zoning ordinance. In commenting on the planning commission's action, R. B. Miller, area manager for Peter Kiewit's Sons company, commended it for contacting all interested parties prior to the public hearing Jan. 31.

He stated that because of the meetings with all concerned differences were ironed out prior to work being started.

RECEIVED
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FOR FILING

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3-7

March 2, 1961

Mr. Floyd R. McCabe
Mt. Pitt, Star Route
Butte Falls, Oregon

Dear Mr. McCabe:

I write this in reply to your letter of February 18 in which you refer to the conversion of the Medford Corporation's railroad to a truck route.

The State Highway Commission had nothing whatsoever to do with the decision of the Medford Corporation to convert the railroad to truck usage. It was entirely feasible from the standpoint of construction of the new freeway northerly from Medford to make a separation of either a railroad or a truck road; in fact, we had plans that would fit either proposal.

The Medford Corporation informed us that it had been studying a proposition of converting the railroad to truck use for a considerable period of time and asked us to delay our plans until a final determination was made. It subsequently informed us that it was its desire to cease operating the railroad and convert it to truck use. We therefore completed our plans in accordance with the Corporation's desires and entered into a voluntary agreement with it covering the changes necessary in its roadway at the crossing of the new freeway.

The type of transportation used by the Medford Corporation was of no concern to the Highway Commission.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Forrest Cooper
FC:fn ms

FLOYD R. McCABE
Mt. Pitt, Star Route
Butte Falls, Oregon

Mt. Pitt Star Route
Butte Falls, Oregon
February 18, 1961

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

I have been forced to the conclusion that the members of the Oregon State Highway Commission have formed an opinion to the effect that railroads are outmoded and should be done away with. Instead I would suggest the members of the Oregon State Highway Commission be done away with.

The reason for my having reached that conclusion is the Highway Commissions efforts to force the removal of the Pacific and Eastern Railroad, which has been used for many years for hauling logs from ~~[illegible]~~ Butte Falls to Medford in Jackson County, Oregon, by Medford Corporation.

page two

Why, May I ask?, Could not the State Highway Department raise the new freeway enuf to permit it to pass over the Crater Lake Highway and the P & E. railroad and thus permit the trains to run as they have run for the past fifty years.

It would be no serious problem to give, the railroad above mentioned, twenty-five feet of Clearance where the new free-way is to pass over the present Crater Lake Highway and the Pacific and Eastern Railroad.

I still think the evidence thus far supplied me indicates the highway Commission is unfriendly to rail transportation and Considers said method obsolete. Then a Considerable number of people would not need to worry about a private truck road Connecting Butte Falls and Medford.

Respectfully yours
Floyd R. McCabe

RECEIVED
FORM 2-123-X 75M 1-60
FEB 27 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

I-5-1(22) 28
0431

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 24, 1961

The California Oregon Power Company
216 W. Main Street
Medford, Oregon

Seven Oaks-Jackson Street Section
Relocation on Biddle Road

Attention Mr. V. W. Hammond

Gentlemen:

In reply to your inquiry of February 16, 1961, we wish to inform you that the State Highway Department will reimburse the California Oregon Power Company for the construction and subsequent removal of a shoofly line to facilitate construction of the Medco logging road across Biddle Road on the above-named project.

Please bill this expense separately from the other reimbursable work on this project, since this phase of the work is non-participating by the Bureau of Public Roads.

Very truly yours,

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Asst. Construction Engineer

CHB:jw

cc G. S. Paxson ✓
I. D. Merchant
L. I. Lindas
C. H. Maison
F. D. Morgan
Jack McCormick

NOTE: This verbally approved by G. S. Paxson, February 21, 1961.

CHB

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FEB 21 1961
FORM E-30X 50M 2-60 26119
FOR FILING

I-5-1(23) 2[illegible]

5431

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 17, 1961

SUBJECT: Bridge 8862
Seven Oaks-Jackson St. Section
Pacific Highway
Jackson County

To:
Mr. Ivan Merchant
Bridge Engineer
Office

Attached is a letter and sketch map from COPCO objecting to making the "shoofly" relocation at COPCO expense during the construction of the Medco Logging Road bridge over Biddle Road.

The contractor on this project disclaims any responsibility for having the power line moved. The power company will not make a move until somebody indicates that they will be reimbursed for building the "shoofly".

Will you please advise us as to what the policy of the Bridge Division is and what course we should pursue. I recall that we recently discussed this matter in general and it was my impression that you were going to provide for these in your Special Provisions by advising the contractor that the State would readjust the facilities to National Safety Code clearances and that any further adjustment necessary to accommodate his equipment or method of operation would have to be paid for by the contractor. By making this the contractor's obligation, it will give us automatic reimbursement from the Bureau whereas if the State has to make the present move, the Bureau will not participate.

This matter is of the greatest urgency as the contractor is held up and the power company will not make a move until we make this determination.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp
Enc.
cc G. S. Paxson

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 1 1961
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

I-5-1(23)28

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

5831

DATE: January 31, 1961

By: D M Emrich
D. M. Emrich
Acting Division Engineer

FROM : C. G. Polk, Division Engineer
08-35.4-DB Salem, Oregon

SUBJECT: Oregon Project I-5-1(23)28
Seven Oaks-Jackson Street Section
Pacific Highway

This will confirm our verbal advice of January 30, 1961 that your proposal to provide a pipe culvert type instead of an open ditch type of construction for that portion of the relocated irrigation canal lying between Stations 785 and 788+50 of the subject project has been reconsidered by this office and approval is hereby granted to construct the pipe culvert type facility for the reasons discussed in your letter of January 26, 1961.

[illegible] Porter

NOTED
FORREST COOPER

RECEIVED
JAN 31 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 1 1961
FOR [illegible]

I-5-1(23)28

5831

408 State Highway Building
Salem, Oregon

January 31, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

Attention: Mr. R. L. Porter

By:
M. E. Martin
District Engineer

C. G. Polk, Division Engineer
08-35.4-DB Salem, Oregon

Utility Adjustment
Pacific Telephone - Northwest
Seven Oaks-Jackson St. Section, Pacific Highway
Project I-5-1(23)28

We hereby approve the agreement evidenced by the exchange of letters between the State and the utility company dated November 14, 1960 and January 17, 1961.

Authorization to proceed with the work, to be performed partially by contract, is granted as of January 24, 1961. Approval is subject to the provisions of PPM 30-4.

NOTED
FORREST COOPER

RECEIVED
JAN 30 1961
FOR FILING
I-5-1(23) 28
5831

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

January 30, 1961

Peter Kiewit Sons' Co.,
405 E. Main
Medford
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5831, awarded January 11, 1961, for grading-paving-structures-signing on the Seven Oaks-Jackson Street Section of Pacific Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

RECEIVED
JAN 31 1961
FOR [illegible]

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

I 5 1(23)28
5831

January 26, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Re: Bear Creek Diversion Weir
Seven Oaks-Jackson Street
Pacific Highway
Jackson County
Project I-5-1(23)28

Dear Sir:

In our negotiations with the Rogue River Valley Irrigation District, we have come to agreement on all major points except the placing of pipe in lieu of the open ditch along the Biddle Road side of the freeway. The district is holding quite firm on this point.

Between Stations 785 and 788+50, the proposed relocated canal would be an open ditch in a cut of some 14-foot depth. This area is along Biddle Road which, due to the construction of the freeway, will become a major street. The area in question is also directly across the road from a major shopping center, with all the attendant heavy traffic common to such locations.

We have discussed this with you previously, and your decision has been not to accede to the request of the Rogue River Irrigation District. However, we feel that the problem should be examined again - first, for the reason that nonacceptance of the district's request will necessitate taking the necessary right of way by condemnation, and second, because we believe the construction of a deep ditch in this area is not in keeping with the aesthetic concept of freeway construction in like areas.

The additional cost of construction, based on bid prices, is $4,432.45. We earnestly believe this to be a justified expenditure and request your favorable reconsideration of our request for approval.

Very truly yours,

W. C. Williams
State Highway Engineer

By ORIGINAL SIGNED BY
TOM EDWARDS

Tom Edwards
Construction Engineer

NOTED
FORREST COOPER

CHB/TE:jw

cc Forrest Cooper ✓

RECEIVED
JAN 27 1961
FOR FILING

I-5-1(23)28

5831

January 26, 1961

Mr. C. O. Paik
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering directional signing on the Seven Oaks-Jackson Street Section of the Pacific Highway in Jackson County, Contract No. 5831, in connection with Federal Aid Project No. I-5-1(23)28.

This work is necessary for the direction and guidance of traffic and is in accordance with the special provisions of the contract.

Equipment rental rates will be in accordance with the agreement between the State and Associated General Contractors. Contractors percentage allowance will be in accordance with the provisions of this contract.

This work has been verbally approved by the BPR District Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
JAN 27 1961
FOR FILING

I-5-1(23)28

5831

January 26, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Seven Oaks-Jackson Street Section of the Pacific Highway in Jackson County, Contract No. 5831, in connection with Federal Aid Project No. I-5-1(23)28.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enc.

DBP:cr

RECEIVED
JAN 24 1961
FOR FILING

I-5-1(23)28

5831

January 24, 1961

Mr. G. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Seven Oaks-Jackson St. Section
Pacific Highway, Jackson County
Project No. I-5-1(23)28

Dear Sir:

Herewith are the following data covering adjustment of the facilities of the Pacific Telephone and Telegraph Company in connection with construction of the subject project:

1. Two copies of Assistant Counsel's letter which establishes the obligation of the State to reimburse the Company for certain portions of the adjustments.

2. Two copies of the Company's estimate of cost for making the adjustments.

3. Two copies of the sketches prepared by the Company showing adjustments to be made.

Your approval of the agreement and authorization to proceed with the work, part of which is to be done under continuing contracts previously approved, as of this date are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

Encl:

RECEIVED
JAN 24 1961
FOR FILING

I-5-1(23)28

5831

January 23, 1961

Oregon State Highway Commission

Gentlemen:

Effective at 8 a.m., January 12, 1961, approval was granted for the installation of 25-mile-per-hour construction speed signs on the Crater Lake Highway between M.P. 0.00 and M.P. 0.9 in connection with the Seven Oaks-Jackson Street Section of the Pacific Highway and also 35-mile-per-hour construction speed signs between M.P. 25.00 and M.P. 27.88 in connection with the Elk Creek-Robbers Roost Section of the Crater Lake Highway.

Your concurrence is requested in the following construction speed zones on the Crater Lake Highway, No. 22, in Jackson County:

25 miles per hour between M.P. 0.00 and M.P. 0.9
35 miles per hour between M.P. 25.00 and M.P. 27.88

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

VPM:pk me

cc G. S. Paxson
F. B. Crandall

RECEIVED

408 State Highway Building
Salem, Oregon

1-5-1(23)28

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

January 11, 1961

5831

Attention: Mr. Tom Edwards

C. G. Polk, Division Engineer
08-35.4-DB Salem, Oregon

Oregon Project I-5-1(23)28
Seven Oaks-Jackson St. Section, Pacific Highway

Reference is made to your request of January 9, 1961 for approval of your proposal to deed a strip of the easterly right-of-way, lying between Stations 763 and 789 and outside of roadway construction and access control limits of the subject project, to the Rogue River Valley Irrigation District. It is understood that the said strip of right-of-way was acquired for the sole purpose of relocating the irrigation canal necessitated by roadway construction in the area.

Our approval of your proposal is hereby granted provided that adequate safeguards are taken to assure the State's cost-free right of access to the property to accomplish the necessary work in connection with relocation of the canal.

[illegible]

NOTED
FORREST COOPER

RECEIVED

I-5-1(23)28

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

January 11, 1961

5831

C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

Oregon Project I-5-1(23)28

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project I-5-1(23)28, Seven Oaks-Jackson St. (Medford) Section of the Pacific Highway we hereby concur, as of this date, in award of Contract No., 5831 to Peter Kiewit Sons Co., of Omaha, Nebraska, low bidder in the amount of $3,032,472.80 at the November 1, 1960 bid opening.

Porter

NOTED
FORREST COOPER

4

RECEIVED
JAN 11 1961
FOR FILING

I-5-1(23)28

5831

January 11, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading, paving, structures and signing on the Seven Oaks-Jackson St. Section of the Pacific Highway in Jackson County, Project I-5-1(23)28, to Peter Kiewit Sons' Co. on the basis of the bid of $3,032,472.80 submitted on November 1, 1960.

All rights of entry required for this contract are acquired. All rights of access to or from abutting properties are either (1) denied by law, or (2) have been acquired, or (3) are being acquired in condemnation proceedings which have been commenced and which will be prosecuted to completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:sw

RECEIVED
DEC 28 1960
FOR FILING
1-5-1(23)24

4431

December 27, 1960

Mr. Ivan Breunsbach
Peter Kiewit Sons' Co.
P.O. Box 1777
Vancouver, Washington

Dear Mr. Breunsbach:

This is in reference to the Seven Oaks-Jackson St. Section of the Pacific Highway in Jackson County for which project you submitted the low bid on November 1, 1960. By terms of the special provisions, the last date for award is December 30, 1960.

The Highway Department is experiencing difficulty in reaching an agreement with the Rogue River Irrigation District that will be accepted by the Bureau of Public Roads. It is requested, therefore, that you permit the date for award to be changed to not later than January 13, 1961.

Reference is also made to our telephone conversation of November 7, 1960 concerning an error in contract Item No. 41. The correct amount should be 303,500 tons, and we need to know if you will accept the contract with the proper amount shown.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:sw

Forrest Cooper

RECEIVED

I-5-1(23)28

1731

[illegible] 2[illegible], 196[illegible]

Mr. Frank Van Dyke
Attorney at Law
[illegible] St.
Medford, Oregon

Re: Rogue River Irrigation District
Seven Oaks—Jackson St. Section
Pacific Highway, Jackson Co.
Project No. I-5-1(23)28

Dear Frank:

Subsequent to my telephone conversation with you the other day relative to the above matter, the Engineering Department discussed with the Bureau of Public Roads Division Engineer your request that that portion of the proposed District ditch that will be situated between 450 and 800 feet north of Jackson Street be placed in a pipe or covered conduit. We explained to the Bureau of Public Roads Engineer that your reason for making this demand is that the proposed ditch in this area will be approximately 13 feet deep and that in your opinion it will not only create a hazard, but will present an attractive nuisance insofar as children are concerned.

We were informed by the Bureau of Public Roads that they would not concur in this request and that we could inform you that the Bureau of Public Roads will be responsible for any hazard created by this construction.

Needless to say, we were somewhat disappointed in the Bureau's refusal to participate in this additional work and in line with the Commission's directive to us, we are unable to accede to your request in this respect. I would appreciate it if you would take this matter up with your people and let me know if there is any further use on our part to try to negotiate an agreement with you. If you still think it is worthwhile I would have Mr. Curt Baker again call upon you and the district board members and manager to see if this situation could not be worked out in some manner acceptable to you and to the highway department with Bureau of Public Road concurrence. As you know, this is a road being constructed

Mr. Frank Van Dyke
12-21-60
Page 2

as part of the Interstate System of defense highways and the federal participation is to the extent of 90% of the cost of construction.

I would like very much to try to work this matter out and I would appreciate it if you would let us know your feeling concerning this as soon as possible.

With kind personal regards and best wishes for a wonderful Holiday Season, I am

Very truly yours,

L. I. LINEAS
Chief Counsel

LIL:bp
cc: R. L. Porter
Forrest Cooper

RECEIVED
[illegible] 1960
OFFICE OF
[illegible]

RECEIVED

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 20, 1960

To:

SUBJECT: Rogue River Irrigation District
Seven Oaks-Jackson St. Section
Pacific Highway, Jackson Co.
Project No. I-5-1(23)28

Leonard I. Lindas
Chief Counsel
OFFICE

On this date I discussed with BPR Division Engineer, C. G. Polk, the demand by the Rogue River Irrigation District that the portion of the proposed district ditch that will be situated between 450 and 800 feet north of Jackson St. be placed in a pipe or covered conduit. The district's reason for making this demand is that the proposed ditch in this area will be approximately 13 feet deep; and in their opinion, will not only create a hazard but will present an attractive nuisance in so far as children are concerned.

Mr. Polk informed me that the Bureau of Public Roads will not concur in this request and that we may inform the district that the BPR will be responsible for any hazard created by this construction. He suggested fencing in lieu of placing the irrigation facility in pipe or conduit.

I have gone over the problem with Mr. Cooper; and at his request, this information is handed you so that the proper condemnation action can be instituted. It is my understanding that the district has refused to sign any agreement with the Highway Commission unless this request is granted. It will be appreciated if this matter can have your expeditious handling as the contract should be awarded prior to the first of the year.

WCW

R. L. Porter
Office Engineer

cc: Forrest Cooper
C. G. Polk

RECEIVED
1960
ENGINEER

408 State Highway Building
Salem, Oregon

December 20, 1960

I-5-1(23)28

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

5 1 38

Attention: R. L. Porter
Office Engineer

C. G. Polk, Division Engineer
Salem, Oregon

08-35.5

Utility Adjustment - California-Oregon Power Company
Oregon Project I-5-1(23)28, Seven Oaks-Jackson Street Section
Pacific Highway

We hereby approve the agreement evidenced by the exchange of letters between the State and the utility company dated November 14, 17 and 29, 1960 and December 16, 1960 regarding the subject agreement.

Authorization to proceed with the work is granted as of December 20, 1960. Approval is subject to the provisions of PPM 30-4.

Edw. Porter

APPROVED

I-5-1(23)28

408 State Highway Building
Salem, Oregon

December 20, 1960

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

Attention: R. L. Porter, Office Engineer

C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

Agreement - Medford Corporation
Line Change - Project I-5-1(23)28
Seven Oaks - Jackson St. Section
Pacific Highway

This is to advise that we have approved, as of December 15, 1960, the agreement between the State of Oregon and the Medford Corporation covering construction by the State of a section of truck road to replace existing private railroad owned by the latter.

Porter

RECEIVED
DEC 21 1960
FOR FILING
1-5-1 (2[illegible]
[illegible]

Salem, Oregon
December 20, 1960

Rogue River Irrigation District
Seven Oaks-Jackson St. Section
Pacific Highway, Jackson Co.
Project No. I-5-1(23)28

Leonard I. Lindas
Chief Counsel
OFFICE

On this date I discussed with BPR Division Engineer, C. G. Polk, the demand by the Rogue River Irrigation District that the portion of the proposed district ditch that will be situated between 450 and 800 feet north of Jackson St. be placed in a pipe or covered conduit. The district's reason for making this demand is that the proposed ditch in this area will be approximately 13 feet deep; and in their opinion, will not only create a hazard but will present an attractive nuisance in so far as children are concerned.

Mr. Polk informed me that the Bureau of Public Roads will not concur in this request and that we may inform the district that the BPR will be responsible for any hazard created by this construction. He suggested fencing in lieu of placing the irrigation facility in pipe or conduit.

I have gone over the problem with Mr. Cooper; and at his request, this information is handed you so that the proper condemnation action can be instituted. It is my understanding that the district has refused to sign any agreement with the Highway Commission unless this request is granted. It will be appreciated if this matter can have your expeditious handling as the contract should be awarded prior to the first of the year.

R. L. Porter
Office Engineer

RLP:sw

cc: Forrest Cooper
C. G. Polk

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DEC 20 1960
FOR FILING

1-5-1(23)26

5131

December 20, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Seven Oaks-Jackson St. Section
Pacific Highway
Jackson County
Project No. I-5-1(23)26

Dear Sir:

Herewith are the following data regarding the adjustment of the power line of The California Oregon Power Company in connection with construction of the subject project:

1. Two copies each of Assistant Counsel's letters dated November 14 and 19, and of The California Oregon Power Company dated November 17, 1960, which establish the obligation of the State to reimburse the Company for certain portions of its lines.

2. Two copies of the estimate of cost prepared by the Company for the reimburseable portions of the adjustments.

3. Two copies of the sketch prepared by the Company showing the revisions.

Your approval of the agreement and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

RECEIVED
DEC 19 1960
FOR FILING

1-5-1(23)28

5431

December 16, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on November 9, 1960, on the Seven Oaks-Jackson St. Section, in Jackson County, in connection with Federal Aid Project. No. I-5-1(23)28.

The contract for this project has not been awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt
cc: C. G. Swenson

P

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FOR FILING

1-61(23)57

5431

Salem, Oregon
December 15, 1960

Mr. Roy Morton

7 Oaks
Jackson H

I understand that the contractor has raised some question with the Medford Corporation as to the ties on the existing steel span across Bear Creek.

I do not know why confusion existed, as it appears plain on the plans. The plans call for the moving of the steel span with the existing 12" x 12" ties to remain in place. We do not propose to replace the ties on the steel span itself with treated material. On the approaches, however, lumber and timber are new and are to be treated.

G. S. Paxson
Assistant State Highway Engineer

GSP:mc

cc to: Mr. B. L. Nutting
Mr. Ivan Merchant
Mr. F. D. Morgan

FORM E-125-1 75M 1-60 RECEIVED

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

1-5-1 (22) 28
[illegible]

December 15, 1960

Mr. B. L. Nutting
Medford Corporation
P. O. Box 552
Medford, Oregon

Re: Agreement Medford Corporation
Line Change
Seven Oaks-Jackson Street Section
Pacific Highway - Jackson County

Dear Mr. Nutting:

Herewith I am enclosing fully executed copy of agreement between Medford Corporation and the State Highway Commission relative to the above titled project. I am also enclosing a copy of an aerial photograph showing the location of your plant in the vicinity of the intersection of the present Pacific and Crater Lake Highway. This is in accordance with the request made by you when Mr. Swenson and I were in your office recently.

Best wishes for a very merry Christmas and a happy New Year.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc. - 2

cc: G. S. Paxson

FORM E-98X 50M 7-60 29336

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 15, 1960

SUBJECT: Agreement - Medford Corporation
Line Change
Seven Oaks-Jackson Street Section
Pacific Highway - Jackson County

To: Mr. C. G. Polk

In accordance with the request made by Mr. Bester of your office, I am enclosing herewith two conformed copies of executed agreement with Medford Corporation on the above titled project, your Project No. I-5-1(23)28.

J. W. DeSOUZA

JWD:ks
enc. - 2

cc: G. S. Paxson - with copy of agreement
Tom Edwards - " " " "
R. L. Porter - " " " "
I. Merchant - " " " "
Frank Morgan - " " " "

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JAN 10 1961
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5731

MISC. CONTRACTS and
AGREEMENTS No. 23236

Salem, Oregon
December 14, 1960

Agenda Item 5-k

Medford Corporation Line Change
Seven Oaks-Jackson Street Sec.
Pacific Highway
Jackson County

Mr. J. W. DeSouza
Assistant Counsel
Office

Attached for further handling is a fully executed copy of an agreement with Medford Corporation, covering a revision of its private railroad location which is part of the Seven Oaks-Jackson Street project on the Federal Interstate Highway.

A fully executed copy of the above agreement has been retained in this office for the Commission's files.

Secretary

rn
Attach: 1

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DEC 12 1960
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1-61 (23) 24

5/31

December 12, 1960

Oregon State Highway Commission

Gentlemen:

As a part of the Seven Oaks-Jackson Street project, we are revising the Medford Corporation's railroad and converting it into a truck road in order to clear the site for the Crater Lake Interchange. We have negotiated with the Medford Corporation an agreement covering this matter, and it will be before you for your consideration at this Commission meeting.

This has been signed by the officials of the Medford Corporation, and I recommend your approval and execution of the agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. G. S. Paxson

GSP:ae

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1960

FORM E-80X 50M 7-60 20300

I-5-1 (23) 28

5931

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 9, 1960

SUBJECT: Medford Corporation Line Change
Seven Oaks-Jackson Street Sec.
Pacific Highway
Jackson County

To: Mr. Floyd Query

Herewith I hand you for execution by the State Highway Commission duplicate copies of agreement with Medford Corporation, covering a revision of its private railroad location which is part of the Seven Oaks-Jackson Street project on the Federal Interstate Highway.

The instrument does not need to be acknowledged. After execution by the Commission you may retain one executed copy for your files, and one copy should be returned to me for transmission to Medford Corporation and for distribution of conformed copies in this department.

J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

cc: G. S. Paxson
L. I. Lindas

RECEIVED
- 1960

1-5-1 (13.21

5831

December 1, 1960

Mr. Jonel Hill,
Public Utilities Commissioner
200 Public Service Building
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Mr. Hill:

I should like some information concerning the planned changes in the Medford Corporation logging route from Butte Falls to Medford, which I understand is to become a private log truck road, rather than remain a railroad.

First, I should like to explain that my particular interest in the change involves the fact that my family operates three farms which are bisected by the present railroad; and, second, I would question the principle which makes a throughway of a private log road through a county, leaving as "secondary" such heavily traveled routes as Crater Lake highway, the north entrance to Eagle Point, and Highway 99 at Medford.

Perhaps this has become an established practice of the State Highway commission in order to facilitate changes the commission thinks more important, but I can hardly believe the practice is for the public good.

Concerning the first point, the safety hazards and extreme inconvenience which would be caused by 100 log trucks passing daily between the equipment and supplies on the south end of our farms, and almost all of the farming land on the north, below the present railroad, should be obvious. This problem applies to the farms operated by George and John Ousterhout, Carl Esch, and a dairy owned by Jack Caldwell. --I will not attempt to speak for others along the route.

Because the train schedule has involved only two trips daily (one to Butte Falls and one back) or at the most, two more trips at night, it has been possible to plan our work without too much inconvenience. Nevertheless, there have been times when we have narrowly escaped serious accidents because of difficulty of getting heavy equipment and cattle across the route, and because of poor visibility.

The passage of our equipment is downhill from the farm buildings, the railroad dividing that area from the bottom land. On returning to the main farm area, it is necessary that tractors take a "long run" to make it over the railroad and back up the hill. --This is a simplified description of that inconvenience'.

(continued)

This does not mean that we in the area are antagonistic toward the Medford Corporation, which has always enjoyed good public relations here, as far as I know. It does mean, however, that we will suffer a great deal from the proposed change in the road. I have deliberately not gone into the other losses we will suffer through increased noise, dust and general appearances of our fields.

In talking with others in this area, my impression is that the Highway commission has been less than honest with persons and governmental units directly affected by the proposed change. One could assume a number of reasons for the lack of cooperation. Surely state commissions in Oregon have not come to the stage where they feel that what is good for the commission--through expediency--is necessarily good for the majority of the residents in the state.

Taking the above comments into consideration, will you tell me what possibilities are open to those concerned, that the full weight of public opinion will be considered before final decisions on the proposed changes are made?

Considering the ridiculously short notice the city of Medford received in the only PUC hearing so far, I would doubt that just waiting for notice of a hearing would be sufficient.

Sincerely,

John E. Ousterhout
Route 1, Box 174
Eagle Point, Oregon

Copies to B.L. Nutting, Medford Corporation
State Highway Commission

RECEIVED
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OREGON
STATE HIGHWAY COMMISSION

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FOR FILING

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5431

Salem, Oregon
November 28, 1960

Memo to File

Rogue River Valley Irrigation
District Diversion Weir
Seven Oaks-Jackson St. Section
Pacific Highway

On November 23 the members of the Board, the Manager, and the Attorney for the Irrigation District met in Medford with Mr. Curtis Baker and Mr. John C. Jenkins of the Highway Department in order to discuss in detail the recommendations made by the Denver office of the U. S. Bureau of Reclamation in connection with the Bureau's review of the plans for said diversion weir. Following are these recommendations:

(1) The type weir used in this design may lead to some difficulty in maintaining the concrete apron below the weir crest. A flood of 10,000 cfs will move rocks of about 12-inch diameter. The pool will be difficult to clean, and the rock may cause damage to the concrete. A 6-inch minimum cover of concrete over the near face reinforcement should be provided for wearing surface. This would make the apron 21 inches thick instead of 15 inches as shown.

(2) Due to the heavy bedload and the location of the headworks, I recommend the use of a sluiceway through the weir wall. The sluiceway should be about 4.0 feet by 1.5 feet, with the invert 1 foot 6 inches below the invert elevation of the headworks structure. Provide a sluice gate of such design that the gate appurtenances will project a minimum distance above the weir crest. This is to minimize flood damage to the gate.

(3) In considering the 50-year maximum flood of 10,300 cfs, we find that the abutment walls provide only 1.45 feet of freeboard. Generally a freeboard of 2.0 feet is the minimum acceptable freeboard. The walls should be raised to provide this freeboard.

(4) We anticipate that the stoplog arrangement at the headworks would be difficult to operate, and that under flood conditions without headworks stoplogs in place, the box structure and canal would be overtopped. Probably the gate should be installed on the wall adjacent to the stream flow and the stoplog slot installed in the box section. This would provide the required flexibility of operation without raising the box walls to prevent overtopping. A gate installed on the back of the wall, capable of withstanding back pressure, could be used if a face pressure gate would be susceptible to flood damage.

(5) In regard to aeration of the weir nappe, the aeration provided appears to be inadequate. A 10-inch diameter pipe with an opening about every 20 feet should be installed under the weir lip to adequately aerate the weir nappe. The aeration pipe should extend to the top of the abutment walls on each side, and it would be preferable that the end openings be screened.

(6) Refer to Section B-B, Drawing No. 16113, the fish ladder wall where the aeration pipe is located. The 5-foot 0-inch dimension should be changed to 3 feet 0 inch, and the wall raised in this area to prevent overtopping during flood flow. I believe this will help keep logs and debris out of the fish ladder.

(7) The fish ladder and fish screen designs have not been reviewed for adequacy, because it is assumed that the Oregon Fish and Game Commission will be consulted in this matter.

(8) Steel angles should be provided continuously across the weir crest to prevent rocks from spalling the concrete.

(9) Provision should be made in the specifications that a uniform foundation be provided continuously throughout the structure. This can be done either by constructing on a yielding foundation by overexcavating rock 12 inches and providing thoroughly compacted backfill, or by constructing a nonyielding foundation by excavating to rock line and refill to grade with backfill concrete.

(10) The safety cable across the crest of the weir should be supported at more frequent intervals to be effective. Also, a 2-foot width of punched plate nonskid material, such as manufactured by Globe Company, Chicago, Illinois, and Bustin Steel Products Company, Dover, New Jersey, should be provided across the crest of the weir.

(11) Due to the limited time to review the drawings, we were unable to estimate the retrogression of the stream. If retrogression is expected the apron should be lowered to prevent undermining at some later date.

(12) The drain pipes in the crest wall and the sill well should be omitted.

(13) The apron joint system has been studied and appears to be adequate.

(14) A 4-foot layer of heavy riprap on 12-inch gravel bedding, 15 feet along the stream, should be placed adjacent to the downstream sill wall of the apron.

(15) For the condition of crest boards in place with water to the crest and no tail water, the weighted creep ratio is not sufficient to prevent piping. I suggest that since a tight rock formation is near the surface the cutoff walls should be tied into the rock foundation a minimum depth of 12 inches. In order to prevent a short path around the abutments, the cutoff must be extended beyond the abutments a distance of 30 feet unless rock is encountered.

(16) If the downstream apron is constructed on yielding foundation, the cutoff under the weir wall should be moved upstream to the toe of the wall and a flexible joint with rubber waterstop provided. This will allow some settlement without cracking the weir crest footing.

Because time did not permit, a structural analysis of the component parts of the structure was not made.

John C. Jenkins
Assistant Research Engineer

JCJ: ms

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Salem, Oregon
November 28, 1960

Rogue River Valley Irrigation
District Diversion Weir
Seven Oaks - Jackson St. Section
Pacific Highway

Mr. I. D. Merchant
Bridge Engineer
BUILDING

On November 23 in Medford Mr. Curtis Baker and I met with the Board, Manager, and Attorney for the Rogue River Valley Irrigation District to discuss the recommendations made by the Denver office of the U.S. Bureau of Reclamation as a result of their review of the plans for said weir. Enclosed is a copy of these recommendations.

Recommendation No. 1 calls for an increase in apron thickness from 15 to 21 inches with an increase in cover over the top face of steel from 2 inches to 6 inches. In a telephone conversation with the Denver office on the 23rd the apparent discrepancy between the 6-inch cover (an increase of 4 inches) and the 21-inch thickness (an increase of 6 inches) was cleared up by the Bureau recommending an increase of 2 inches in the distance between the upper and lower steel. The increase in thickness was proposed for two reasons: first, to allow for the wear due to large gravel coming over the crest and second, to increase the weight of the structure to increase the factor of safety against hydrostatic uplift. Admittedly, for the condition of full irrigation pool and no tailwater, the factor of safety against uplift is very slim for the 15-inch floor. The resultant vertical force is conservatively about 2,500 lb. downward per foot width of structure, factor of safety of about 1.1. The increased slab thickness would increase this vertical component to 5,610 lb. with a factor of safety of 1.24. The top of the floor slab would remain at the same elevation with the added thickness resulting from a lowering of the bottom of the slab. About 120 cu. yd. of concrete would be involved in this modification.

As an alternative to item No. 2, the District was agreeable to raising the trash rack apron, stop logs, gate and flume floor from elevation 35.00 to elevation 35.4, thereby permitting easier removal of gravel from the apron by shoveling.

The District agreed to forego the additional 0.55 ft. of freeboard over the estimated unregulated 50-year flood, as recommended in item 3.

In item 4, the District would not require the suggested modification, necessitating a much more expensive gate, if the gate house walls were raised to prevent overlapping. This part of the structure was copied from their present structure, which the District now claims they feel would be inadequate in the proposed structure. In this regard also, the District now feels the 2-inch x 2-inch groove at the base of the gate should be beveled upstream on a 4:1 slope to keep rocks in the groove from preventing closure of the gate. The District also wants a platform for operating the gate located 3 feet below the wheel and a vehicle bridge and maintenance roadway from their parking area across the 8-foot flume and down to the channel bottom.

The aeration of the nappe called for in item 5 was acknowledged by the Denver office in our telephone conversation to be partially a matter of personal opinion. The original sketch which I made showed a 12-inch pipe at each end, rather than the 6-inch pipe which came out on the final drawings. Where I differed with the Bureau was in the adequacy of the overhanging crest in aerating the center of the nappe. The Bureau thought the pipe could be asbestos bonded andasphalt dipped standard corrugated metal pipe With brackets the cost of extending the pipe the length of the crest should not be more than $600. I would be willing to concede to the Bureau's greater experience. (The left pipe should be brought out through the crest wall and over to the abutment and thence up to the top of the abutment, rather than being brought through the fish ladder.)

The District was willing to let the Game Commission rule on items 6 and 7.

Item 8 appears to be reasonable. The District is pressing for 3/8-inch steel, minimum, on stoplog supports and other exposed hardware. They claim they have found 1/4-inch steel to be too light in view of rapid rusting. The District also points out that no anchorage is shown for the 4 x 4 inch angle on the leading edge of the crest and they question the adequacy of the two #5 bars anchoring the support base plates.

Items 9, 13, 15 and 16 all deal with the foundation and I pointed out to the District that it was the standard practice of the Bridge Division to make modifications in foundation design as the need became apparent as a result of excavation. Something to this effect might well be included in the specifications.

None of us were familiar with the nonskid plate mentioned in item 10. I will admit that a nonskid surface would be desirable from the standpoint of safety. The aquatic growth on the present structure is very slippery. According to Mr. Baker the safety cable was supposed to have had a second strand at half the post height. The District would like post spacing of 18 feet.

I do not feel that, with the channel gradient provided by this structure, future retrogression of the stream will be a problem. The District will go along with us on item 11.

I will go along with the Bureau on item 12. There seems to be a disagreement between the Soil Conservation Service and the Bureau as to the desirability of the crest wall drain. As for the sill drains, later computations which I have made in connection with uplift show the structural advantage of the water over the floor to be greater than the esthetic and mosquito disadvantage.

It does not show anywhere on the plans, but the thickness of the riprap shown in front of the crest and below the sill was supposed to be 3 feet with average diameter of 18 inches and average weight of 275 lbs. The District will accept this in lieu of the 4 ft. by 15 ft. recommended by the Bureau.

In addition to the recommendations made by the Bureau, the District was emphatic in desiring that the irrigation discharge pipe under the freeway be extended at least 350 feet to Station 785, and preferably to Station 781, the present fish screen. They are afraid of drowning someone in the deep cut. Also, they feel that sooner or later for safety reasons they will be required to enclose all their ditch in this area. They also want Type 3 fence around their facilities and an extra 3-ft. gate for access to the diversion control area. They also want 2-inch pipe leading to the flume gage wells, with a threaded end extending 3 inches inside the walls. The District also wants anchor bolts for staff gages inside and outside of each well to be placed by our contractor. The District will furnish the gages.

John C. Jenkins
Assistant Research Engineer

cc: G. S. Paxson
Curtis Baker (2)
JCJ: ms

FORM 8-30X 50M 2-60 2616

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 23, 1960

SUBJECT:

To:

Mr. Walter T. Wright
Right of Way Engineer
BUILDING

Mr. Rod Miller of Peter Kiewit Company called this date and advised that they had elected to use the borrow area being made available by the State of Oregon for the Medford project. This advice was verified by telegram.

Mr. Miller requested that immediate steps be taken to make this area available to them, the key move being the closure of the Fisher option. Will you please expedite this.

Tom Edwards
Construction Engineer

TE:jw

cc Forrest Cooper
G. S. Paxson
R. L. Porter

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NOV [illegible] 1960
STATE HIGHWAY ENGINEER

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NOV 22 1960

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

1-9-1 (23) 24

[illegible]

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 21, 1960

Mr. B. L. Nutting
Medford Corporation
P. O. Box 552
Medford, Oregon

Re: Agreement Medford Corporation
Line Change
Seven Oaks-Jackson Street Sec.
Pacific Highway
Jackson County

Dear Mr. Nutting:

Herewith I am enclosing three bound copies of proposed form of agreement, relative to the above-titled matter, which I hope you will find satisfactory.

In accordance with your letter of November 11 and our subsequent telephone conversation, the draft given to you has been revised to include the relocation of your telephone line. This is covered in paragraph 3 under THINGS TO BE DONE BY STATE and in paragraph 5 under THINGS TO BE DONE BY MEDCO.

One of the copies may be retained by you for your present files and the other two should be executed by Medco and returned to me. After execution by the State Highway Commission one fully executed copy will be returned to you.

Your cooperation in the early execution and return of two copies will be very much appreciated, as the receipt thereof will be of major importance in the awarding of a contract under the low bid received November 1, 1960.

Sincerely,

J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

cc: G. S. Paxson
Tom Edwards

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NOV 22 1960
OFFICE OF
STATE HIGHWAY ENGINEER

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NOV 15 1960

FOR FILING

1-5-1(23)28

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November 16, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Table Rock Road-Jackson St. Section
Pacific Highway, Jackson County
Project No. I-5-1(23)28

Dear Sir:

We are submitting herewith two copies of the tabulation of bids received by the Medford Water Commission, City of Medford, in connection with the adjustment of the City's water facilities on the subject project.

Approval of the agreement with the City and authorization to proceed with the work, part by contract, is contained in your letter of October 5, 1960.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

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FOR FILE
1-9.1(23) 78

5131

November 2, 1960

Rogue River Valley Irrigation District
3139 Merriman Road
Medford, Oregon

Re: Bear Creek Diversion Weir
Table Rock Road-Jackson St.
Pacific Highway
Jackson County

Attention: Mr. Harold Sexton

Gentlemen:

Herewith data on said diversion weir requested by telephone this date by Mr. Sexton.

Water surface profiles for 1,000 feet downstream from the diversion structure for discharges of 1,000 c.f.s., 5,000 c.f.s. and 10,000 c.f.s.:

	Distance Downstream, Ft.				
Discharge, c.f.s.	1,000		700	400	0
1,000	1,328.8	elev.	1,329.2	1,329.8	1,330.4
5,000	1,332.0	"	1,332.6	1,333.5	1,334.3
10,000	1,335.0	"	1,335.6	1,336.7	1,337.9

Maximum discharge over the stop logs during the irrigation season, April 1 to October 31:

At the U.S.G.S. gaging station just upstream from the Main Street bridge in Medford with record from 1915 to the present, the maximum discharge during these months was 2,100 c.f.s on May 25, 1942 and the second highest was 1,630 c.f.s. on May 26, 1953.

The canal water surface below the Parshall flume for 40 c.f.s. discharge:

In the concrete-lined open channel at the outlet of the 48-inch pipe -- 1,335.6 elev.

At the entrance to the 48-inch pipe -- 1,337.7 elev.

We hope the above answers your questions.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

JCJ:ms

cc: W. C. Williams
Tom Edwards
John C. Jenkins

FORM E-123-X 7M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

2131

October 31, 1960

RECEIVED
OCT 31 1960
OFFICE OF
STATE HIGHWAY ENGINEER

Medford Corporation
Medford,
Oregon

ATTENTION: Mr. Al Smith

Gentlemen:

It has come to our attention to you have requested that the bridges on the truck route crossing the freeway and Bear Creek be built with deck surfaces as nearly flat as possible. We feel a serious problem is posed by this action. It is our feeling that, while the vehicle speeds will be low (presumably in the 15 to 25 m.p.h. range) there will be a great uncompensated centrifugal force of the log loads. Any failure of the bunks or bindings or, in case stakes are used, any failure of the stakes could easily result in dropping of logs over the structure onto the freeway below.

We would therefore recommend that you consider this item and approve a superelevation of .04 foot per foot. This is approximately three-fourths of the standard recommended by the American Association of State Highway Officials for 20 m.p.h. speed and we believe it sufficient to eliminate the danger of logs cascading over onto the main line freeway.

Very truly yours,

W. C. Williams
State Highway Engineer

By TMEdwards

Tom Edwards
Construction Engineer

TE:jw:fp

cc Forrest Cooper
G. S. Paxson

Cooper: I discussed this with Smith. He will approve.

E

FORM E-123-X 7SM

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

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October 18, 1960

Mr. Jonel C. Hill
Public Utility Commissioner
Public Service Building
Salem, Oregon

Re: Pux 392-Medford Corporation
Private Road Xings
Pux 396-Medco Pacific Highway
Truck Road Xing

Dear Mr. Hill:

This letter is to express to you, and to the members of your organization who participated therein, the sincere appreciation of this Department for cooperation in setting for early hearing the application of the State Highway Commission, under Docket FHX 68, and the application of Medford Corporation, under Docket FHX 69.

The holding of these hearings will assist in awarding the contract for the construction of the Seven Oaks-Jackson Street project, on the revised location of the Pacific Highway extending north from Medford, which project is a portion of the Federal Interstate Highway system.

I realize that your staff is exceedingly busy and am reluctant to impose further upon good nature, but the over-all cost of the project will be in the vicinity of $2,500,000, and it is urgent that a contract be awarded with a minimum of delay if the bids which are to be received on November 1st are satisfactory. Your further cooperation in the early issuance of orders will be of great value.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD:ks

cc: W. C. Williams
Forrest Cooper
G. S. Paxson
Ivan Merchant
~~Tom Edwards~~
L. I. Lindas

NOTED
FORREST COOPER

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1960
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-120-X 75M 1-60

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COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 17, 1960

Mr. [illegible] Polk, Division Engineer
Bureau of Public Roads
406 State Highway Building
Salem, Oregon

Re: Right of Way Status
Seven Oaks-Jackson Street
Section
Pacific Highway

Dear Sir:

This will reply to your letter of October 10 in which you requested additional information on the Seven Oaks-Jackson Street Section of the Pacific Highway.

Absences from the offices of the Chief Counsel and his Assistant, who are engaged in carrying on negotiation with the City of Medford, have delayed filings on this project.

Files 31211 and 30581 were filed in condemnation on October 7, 1960; and Files 29057, 31069, and 28456 on October 10. File 30587 was filed on October 11; File 31219 on October 13; and Files 28455, 28462, 30924, and 30579 on October 14.

Permits of Entry have been obtained on Files 30580 and 28454.

Agreement has been reached on Files 31784 and 31221, both of the City of Medford. These agreements will be consummated by action of the City Council on October 20, 1960.

Files 31821 and 29033 both involve written agreements. Satisfactory understandings have been reached in both matters. Agreements are being drafted and will be executed prior to the date of bid opening, November 1, 1960.

Very truly yours,

WALTER T. WRIGHT
Right of Way Engineer

cc Mr. Forrest Cooper ✓
Mr. L. I. Lindas
Mr. R. L. Porter

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OFFICE OF
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Pux 392

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for an order authorizing the construction of two overcrossing structures and one grade crossing on a private truck road, involving two county roads and one state highway, and for the removal of two railroad-county road grade crossings, known as the MEDFORD CORPORATION LINE REVISION project in Section 18, Township 37 South, Range 1 West, W.M., and Section 13, Township 37 South, Range 2 West, W.M., in Jackson County, Oregon.

PETITION

No. FHX-68

The petitioner herein respectfully represents:

I

That the name and address of your petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under the authority of ORS 366.205 and under the provisions of ORS 374.205 to 374.260.

III

That Medford Corporation is a Delaware corporation authorized to do business in the state of Oregon, and owns and operates a private logging railroad between Butte Falls in Section 10, Township 35 South, Range 2 East and its mill in Section 13, Township 37 South, Range 2 West, all in Jackson County, Oregon, which it proposes to convert to a private road to be used by trucks not permitted to use public highways, as contemplated by ORS 374.205 to 374.260.

G. S. PAXSON

IV

That petitioner proposes the construction of a section of Federal Interstate Highway No. 5, to be designated as the Pacific Highway, being State Highway No. 1, between Grants Pass and Medford, which section is titled Seven-Oaks Jackson Street Section, and that, as a part thereof, it will be necessary to relocate a portion of the alignment of the existing private railroad of Medford Corporation (which is to be converted to a private truck road) between a point in Section 18, Township 37 South, Range 1 West and a point in Section 13, Township 37 South, Range 2 West, W.M., in Jackson County, shown on Exhibit "A".

That a portion of the said section of Federal Interstate Highway No. 5, the location of the existing railroad, the proposed relocation of alignment, the maps, profiles and structures to be constructed at the individual crossings, and the existing railroad crossings to be closed are shown on the following exhibits attached hereto and, by this reference, made a part hereof:

Exhibit	"A"	Medford Corporation Line Change
"	"B"	Typical Truck Road Roadbed Section
"	"C"	Sheet 11-A, Seven Oaks-Jackson Street Section [illegible]
"	"D"	Sheet 11-B, Seven Oaks-Jackson Street Section [illegible]
"	"E"	Bridge Drawing 8862-A
"	"F"	Sheet 11, Seven Oaks-Jackson Street Section [illegible]
"	"G"	Bridge Drawing 8863-A

V

That the said relocation will involve the construction of two grade separation structures and one crossing at common grade of the proposed state highway and two county roads, as follows:

> Grade crossing of the Bullock County Road in Section 18, Township 37 South, Range 1 West, W.M., as shown on Exhibits "A", "C" and "D"
>
> Overcrossing of the Biddle County Road on the section line between Section 18, Township 37 South, Range 1 West, W.M., and Section 13, Township 37 South, Range 2 West, W.M., as shown on Exhibits "A", "C" and "D"
>
> Overcrossing of Federal Interstate Highway No. 5 in Section 13, Township 37 South, Range 2 West, W.M., as shown on Exhibits "A", "F" and "G"

VI

That the said relocation will make possible the elimination of two existing logging railroad-county road crossings, at common grade, as follows:

Grade crossing of the Hilton County Road in Section 18, Township 37 South, Range 1 West, W.M., as shown on Exhibit "A"

Grade crossing of the Biddle County Road on the section line between Section 18, Township 37 South, Range 1 West, W.M., and Section 13, Township 37 South, Range 2 West, W.M., as shown on Exhibit "A"

VII

That the proposed road is to be constructed for the purpose of hauling logs and other forest products, and that the maximum size of loads hauled will be 65 feet long, 16 feet high and 12 feet wide. That the gross weight of vehicle and load hauled will be 120,000 pounds maximum, and that the maximum gross single axle weight will be 25,000 pounds. That normal hauling will be 5 days per week, Monday through Friday, and will be between the hours of 5:30 A.M. and 5:30 P.M., PST.

VIII

That the annual average daily traffic on the private road will be 100 movements per day, Monday through Friday, consisting of 50 loaded trucks moving toward Medford, and 50 empty trucks moving toward Butte Falls, with occasional miscellaneous movements of equipment, maintenance, superintendence, fire fighting, personnel and emergency vehicles.

IX

That the annual average daily traffic on the public roads at the individual crossings is estimated to be as hereinafter shown, which traffic will be subject to normal annual increases:

Bullock County Road	90	vehicles
Biddle County Road	1,100	"
Federal Interstate Highway No. 5	4,400	"

X

That the grades on the proposed private truck road approaching the individual crossings will be as follows:

Exhibit	Public Roadcrossing	From Butte Falls	From Medford	Vertical Curve
"D"	Bullock County Road	-0.3566	+0.3566	None
"C","D","E"	Biddle County Road	+3.0	+0.19	250 feet
"F", "G"	Federal Interstate Hwy.	+0.19	+4.0	350 feet

XI

That the grades on the public road approaching the individual crossings will be as follows:

Exhibit	Public Road	From North	From South	Vertical Curve
"D"	Bullock County Road	+2.8	Level	100 feet
None	Biddle County Road	Approximately Level		
"F"	Federal Interstate Hwy.	+0.365	-0.55	None

XII

That the sight distances at the crossing of the Bullock County Road will be as follows:

Vehicle on Bullock Road

From Point on Road	Sight Distance on Truck Road
50 feet North of Crossing	1,200 feet West 400 feet East
500 feet North of Crossing	1,200 feet West 400 feet East
50 feet South of Crossing	1,200 feet West 800 feet East
300 feet South of Crossing	1,200 feet West 1,200 feet East

Vehicle on Truck Road

From Point on Road	Sight Distance on Bullock Road
50 feet West of Crossing	300 feet South 1,200 feet North
500 feet West of Crossing	300 feet South 1,200 feet North
50 feet East of Crossing	300 feet South 1,200 feet North
500 feet East of Crossing	300 feet South 450 feet North

XIII

That petitioner proposes that the construction and maintenance be handled as follows:

THINGS TO BE DONE BY STATE:

(a) Award a contract or contracts for the following stated work and supervise the construction thereof:

1. Grading and surfacing of the relocated private road between the terminal points stated in paragraph IV hereof and the grading and paving of the revised grade on the Bullock County Road.

2. Construction of grade separation structures over the Biddle County Road and the Federal Interstate Highway.

(b) Install advance warning signs on the Bullock County Road in accordance with State Highway Department standard W 1005-30 bearing the legend "LOG TRUCKS"; one sign to be located, on the east side facing traffic, approximately 175 feet south of the crossing, and one sign to be located, on the west side facing traffic, approximately 500 feet north of the crossing.

(c) Construct and maintain the Federal Interstate Highway, with its appurtenances and facilities, after construction.

(d) Finance the cost, without reimbursement, of items (a), (b) and (c) above stated.

THINGS TO BE DONE BY MEDFORD CORPORATION:

(a) Remove the railroad ties, rails and other railroad facilities at the existing railroad grade crossings of the Hilton and Biddle County Roads, and restore the roadway pavement and shoulders to a standard equivalent to the adjacent roadways.

(b) Maintain its private road roadbed, surfacing and other facilities including, but not restricted to, the grade separation structures over the Biddle County Road and Federal Interstate Highway and the crossing at grade of the Bullock County Road.

(c) Apply dust palliatives on the private road adjacent to the Bullock County Road crossing so as to prevent hazards to public travel from dust conditions.

(d) Keep the Bullock County Road crossing free from rocks, litter and debris caused by operations of vehicles under its control.

(e) Require all vehicles under its control to cross the Bullock County Road at a speed not in excess of ten (10) miles per hour.

(f) Finance the cost, without reimbursement, of items (a), (b), (c) and (d) above stated.

THINGS TO BE DONE BY JACKSON COUNTY:

(a) Except as heretofore stated under "Things to be Done by Medford Corporation", item (b), maintain the county roads at the respective crossings, including advance warning signs.

XIV

That, applicable only to the crossing structure and approaches thereto over the Federal Interstate Highway, petitioner waives any bond or insurance covering the maintenance thereof, and makes no respresentations regarding the carrying of public liability and property damage insurance by Medford Corporation on its own vehicles or on vehicles operating under its control.

XV

That petitioner has acquired, or will acquire, all new rights of way necessary for the construction of the said private road and will be the legal owner thereof until such time as the entire facility between the terminal points statedin paragraph

IV hereof is completed and the facility and rights of way are conveyed to Medford Corporation in exchange for other lands owned by it needed for right of way for the improvement of the Crater Lake Highway. It now is anticipated that this exchange will be made subsequent to September 1, 1961.

XVI

That the proposed line change and other items are in Section 18, Township 37 South, Range 1 West, W.M., and in Section 13, Township 37 South, Range 2 West, W.M., in Jackson County, Oregon.

XVII

That construction by petitioner of the crossings herein set out, and the removal of the existing logging railroad-county road crossings at common grade, are to be contingent upon issuance of an order by the Public Utility Commissioner authorizing the conversion of the existing railroad crossing, at common grade, of the present location of the Pacific Highway in Section 13, Township 37 South, Range 2 West, W.M., shown on Exhibit "A", to a private truck road crossing, which conversion is to be covered by a separate application.

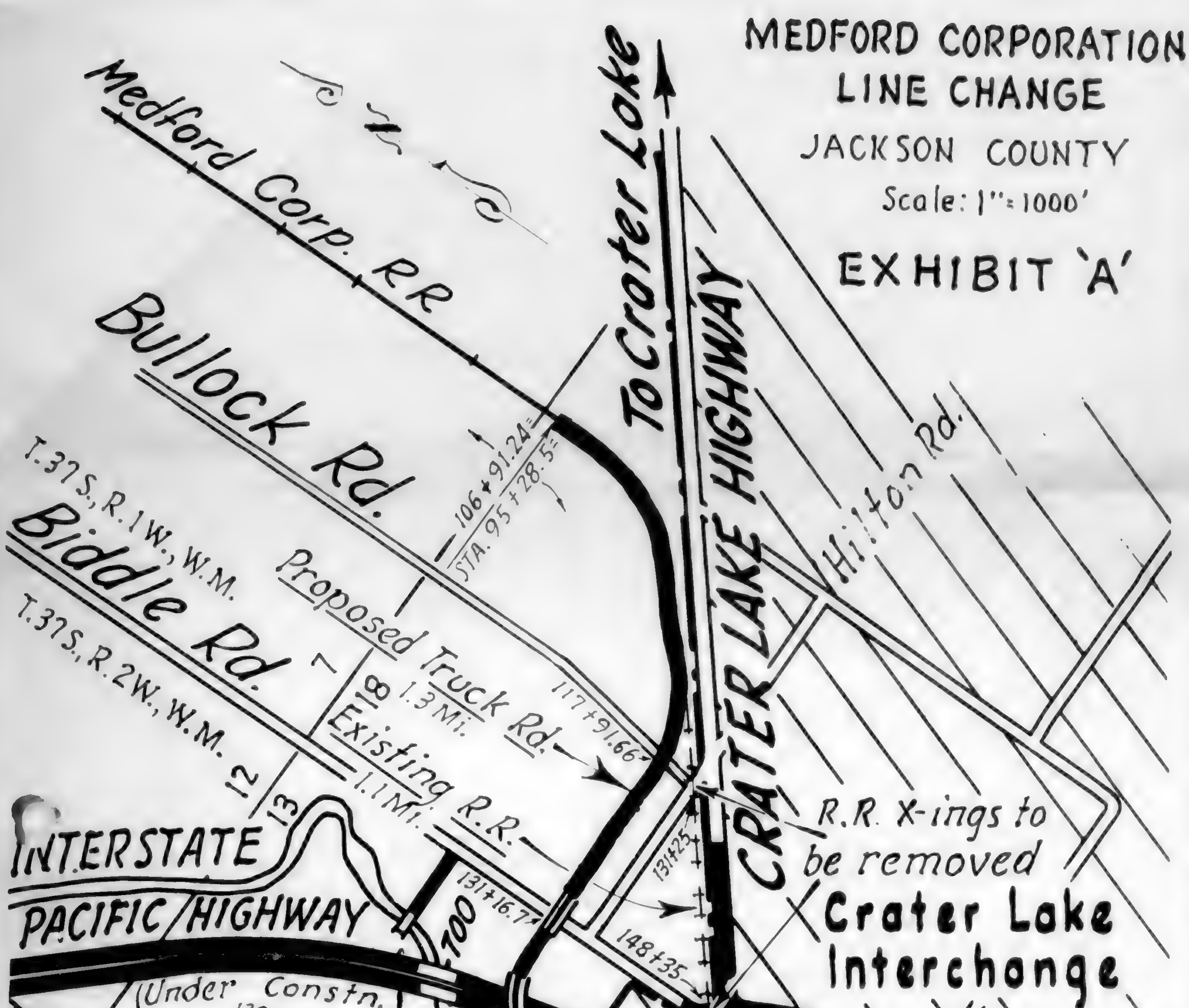
WHEREFORE, petitioner prays for an order authorizing the construction of the crossings as hereinabove stated and providing for the maintenance thereof, the removal of the two existing railroad-county road crossings at grade, and for such other and further order or orders as may be just and proper in the premises.

Dated at Salem, Oregon, this 10th day of October, 1960.

STATE OF OREGON, by and through its State
Highway Commission

L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

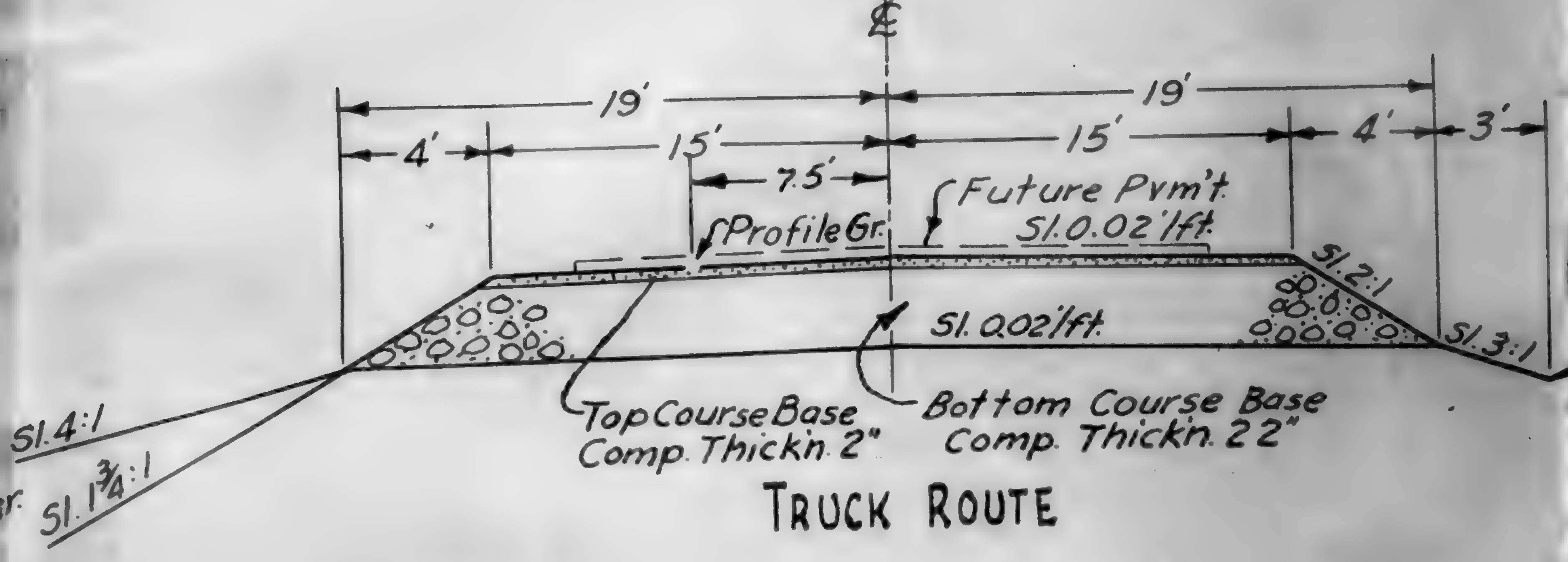
By______________________________
J. W. DeSOUZA - Assistant Counsel for
the State Highway Commission



MEDFORD CORPORATION
LINE CHANGE
JACKSON COUNTY
Scale: 1" = 1000'

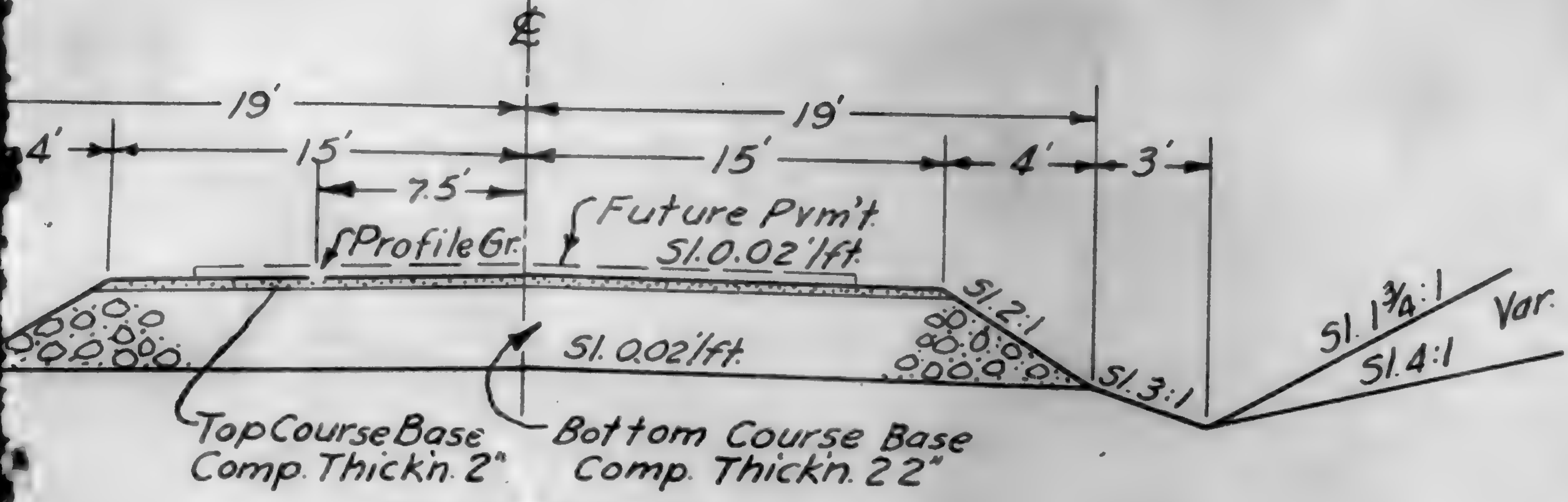
EXHIBIT 'A'

To Crater Lake
Medford Corp. R.R.
Bullock Rd.
T.37S., R.1W., W.M.
Biddle Rd.
T.37S., R.2W., W.M.
Proposed Truck Rd.
1.3 Mi.
Existing R.R.
1.1 Mi.
106+91.24=
STA. 95+28.5±
117+91.66
131+16.7
131+25
148+35
7
8
12
13
18
INTERSTATE
PACIFIC HIGHWAY
700
(Under Constn.)
138+08.96 Truck Rd.=
705+15.45 Hwy.
CRATER LAKE HIGHWAY
Hilton Rd.
R.R. X-ings to be removed
Crater Lake Interchange
750
City
Lts.
13
STA 164+00=
164+79.37=
Lts.
MEDFORD
Existing Pacific Highway
US 99
City


℄
19'
19'
4'
15'
15'
4'
3'
7.5'
Future Pvm't.
Sl. 0.02'/ft.
Profile Gr.
Sl. 2:1
Sl. 0.02'/ft.
Sl. 3:1
Sl. 4:1
Var. Sl. 1¾:1
Top Course Base
Comp. Thick'n. 2"
Bottom Course Base
Comp. Thick'n. 22"

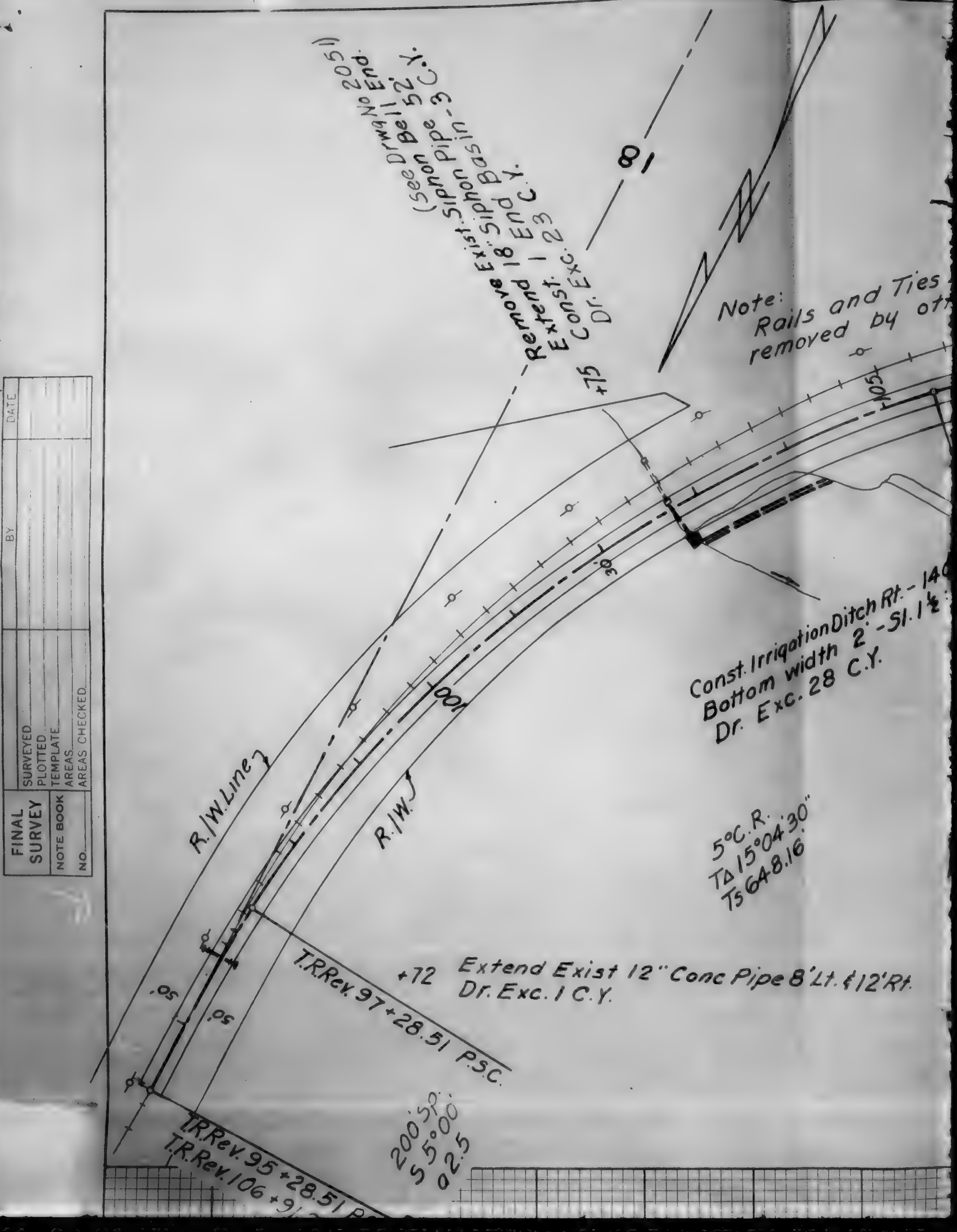
TRUCK ROUTE

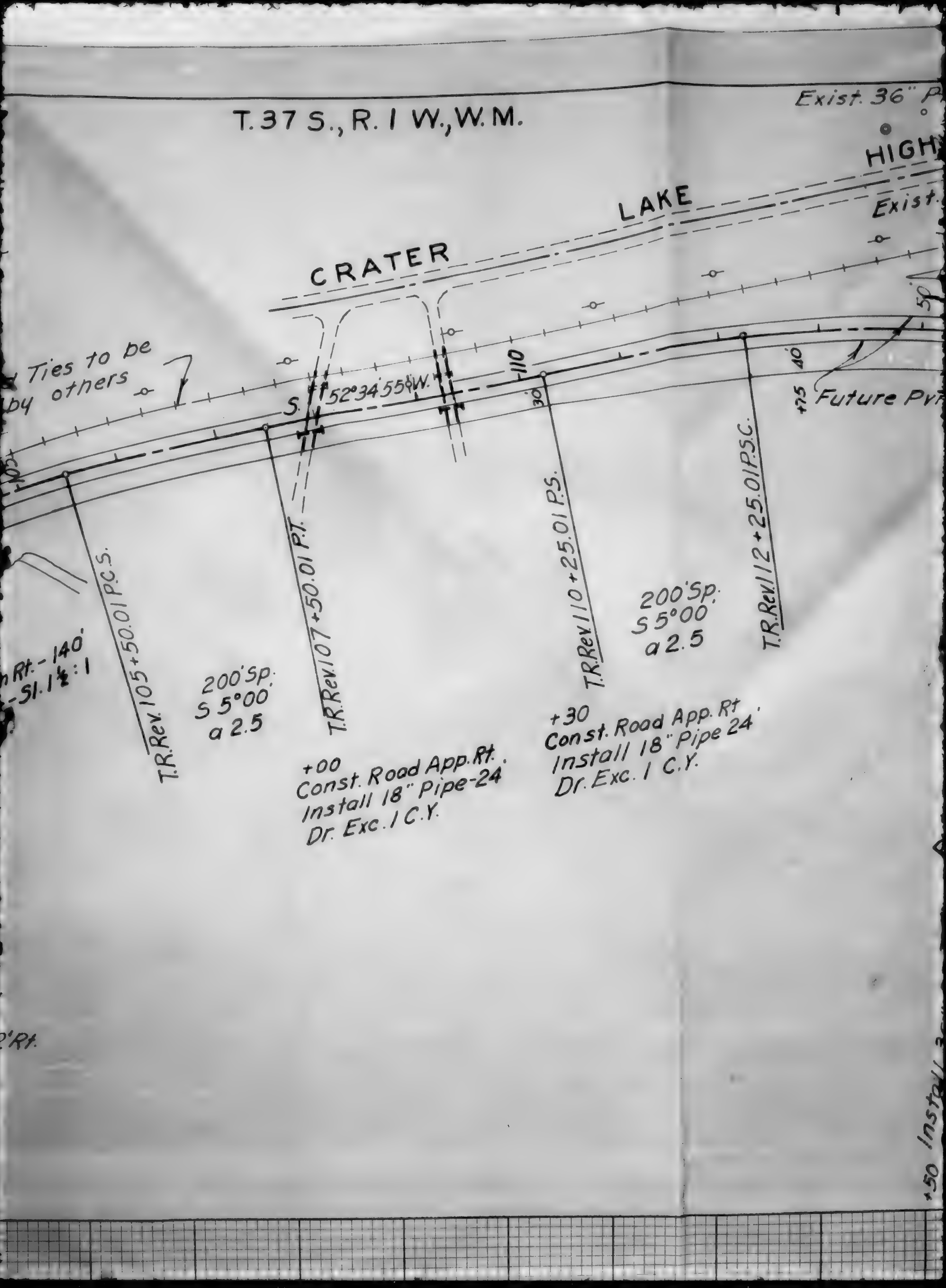
EXHIBIT

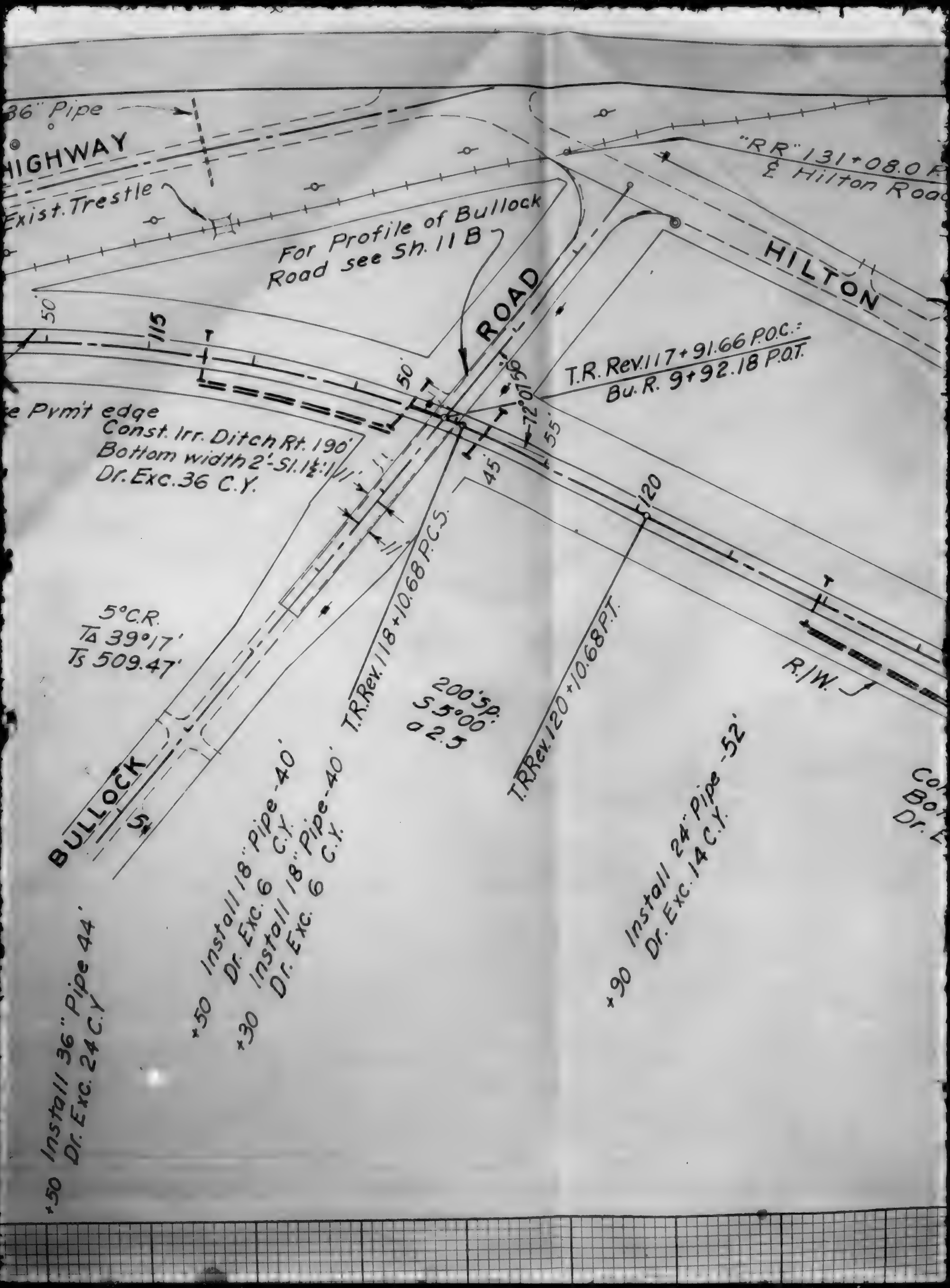

19'
19'
4'
15'
15'
4'
3'
7.5'
Profile Gr.
Future Pvm't.
Sl. 0.02'/ft.
Sl. 2:1
Sl. 0.02'/ft.
Sl. 3:1
Sl. 1¾:1
Var.
Sl. 4:1
Top Course Base
Comp. Thick'n. 2"
Bottom Course Base
Comp. Thick'n. 22"

TRUCK ROUTE

EXHIBIT "B"

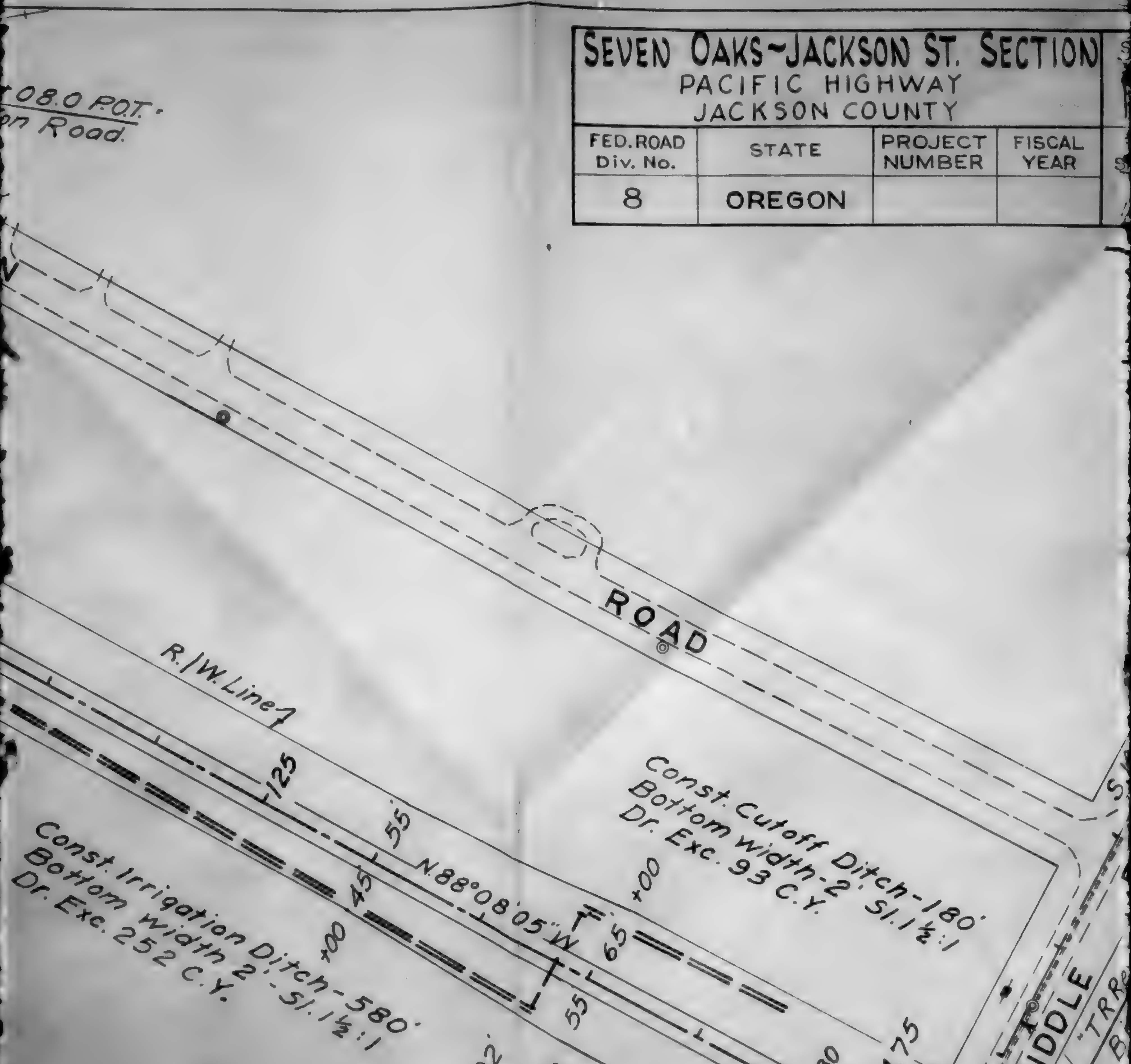

FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE
(See Drwg No 20511)
+75 Remove Exist. Siphon Bell End
Extend 18" Siphon Pipe 52' Y.
Const. 1 End Siphon Basin - 3 C.Y.
Dr. Exc. 23 C.Y.
Note:
Rails and Ties
removed by oth
105
30
100
Const. Irrigation Ditch Rt. - 140
Bottom width 2' - Sl. 1½:
Dr. Exc. 28 C.Y.
R./W. Line
R./W.
5°C.R.
TΔ 15°04'30"
Ts 648.16'
+72 Extend Exist 12" Conc Pipe 8' Lt. & 12' Rt.
Dr. Exc. 1 C.Y.
T.R. Rev. 97+28.51 P.S.C.
50'
50'
T.R. Rev. 95+28.51 P.
T.R. Rev. 106+91
200 Sp.
S 5°00'
a 2.5


T. 37 S., R. 1 W., W.M.
Exist. 36" P
HIGH
LAKE
Exist.
CRATER
Ties to be
by others
S. 52°34'55"W.
110
30
40
50
+75
Future Pv
T.R.Rev.105+50.01 P.C.S.
T.R.Rev.107+50.01 P.T.
T.R.Rev.110+25.01 P.S.
T.R.Rev.112+25.01 P.S.C.
200' Sp.
S 5°00
a 2.5
200' Sp.
S 5°00
a 2.5
Rt.-140'
-Sl.1½:1
+00
Const. Road App. Rt.
Install 18" Pipe-24'
Dr. Exc. 1 C.Y.
+30
Const. Road App. Rt
Install 18" Pipe 24'
Dr. Exc. 1 C.Y.
2'Rt.
+50 Install


36" Pipe
HIGHWAY
Exist. Trestle
"RR" 131+08.0 P.
℄ Hilton Road
HILTON
For Profile of Bullock Road see Sh. 11 B
ROAD
50
115
50
T
T.R. Rev. 117+91.66 P.O.C. = Bu. R. 9+92.18 P.O.T.
72°01'50"
55
45
Pvm't edge
Const. Irr. Ditch Rt. 190'
Bottom width 2'-Sl. 1½:1
Dr. Exc. 36 C.Y.
120
5°C.R.
TΔ 39°17'
Ts 509.47'
T.R. Rev. 118+10.68 P.C.S.
200' Sp.
S 5°00'
a 2.5
T.R. Rev. 120+10.68 P.T.
R/W.
BULLOCK
5
+50 Install 36" Pipe 44' Dr. Exc. 24 C.Y.
+50 Install 18" Pipe-40' Dr. Exc. 6 C.Y.
+30 Install 18" Pipe-40' Dr. Exc. 6 C.Y.
+90 Install 24" Pipe-52' Dr. Exc. 14 C.Y.
Co
Bo
Dr. E

SEVEN OAKS~JACKSON ST. SECTION
PACIFIC HIGHWAY
JACKSON COUNTY

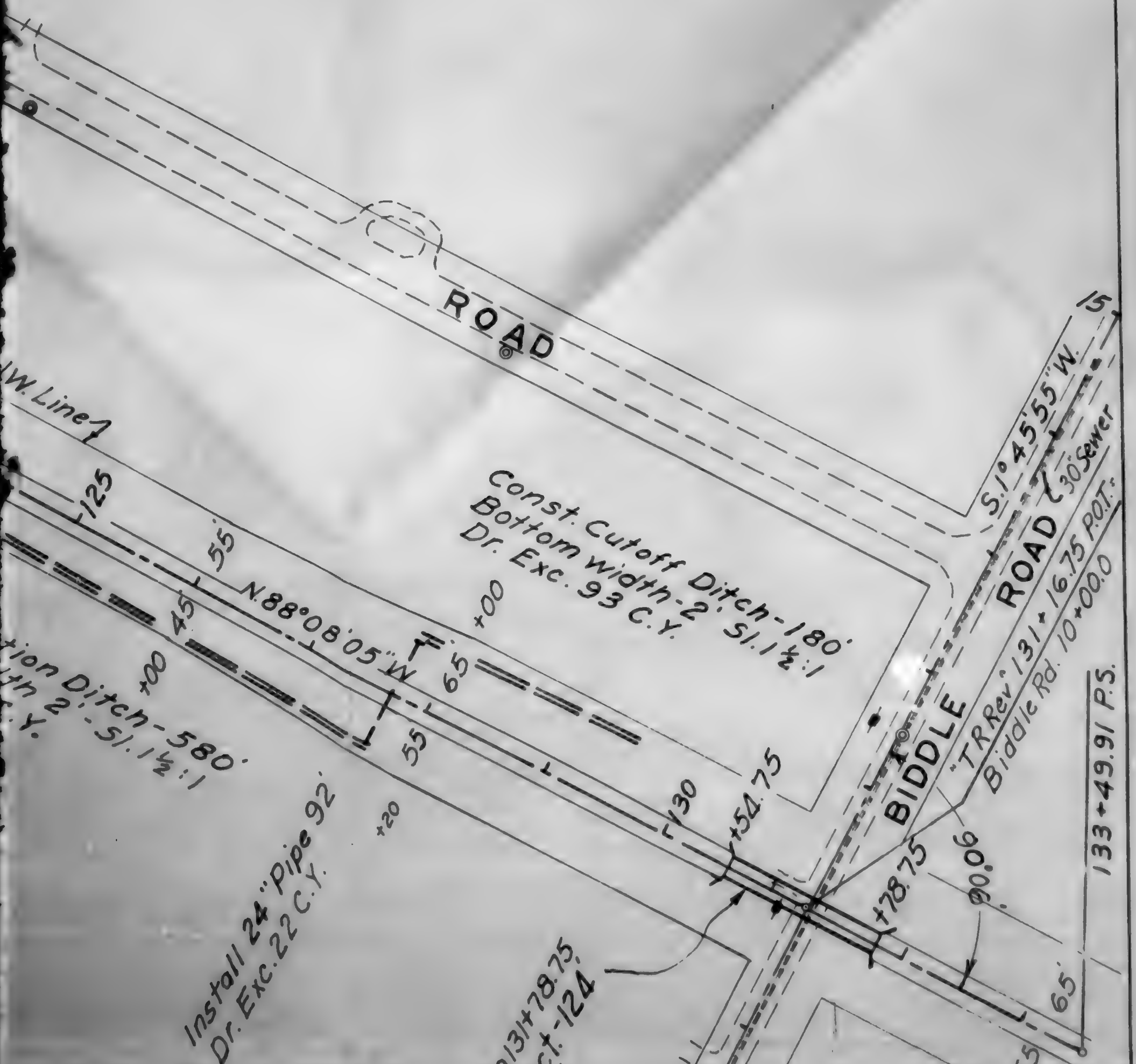
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON		

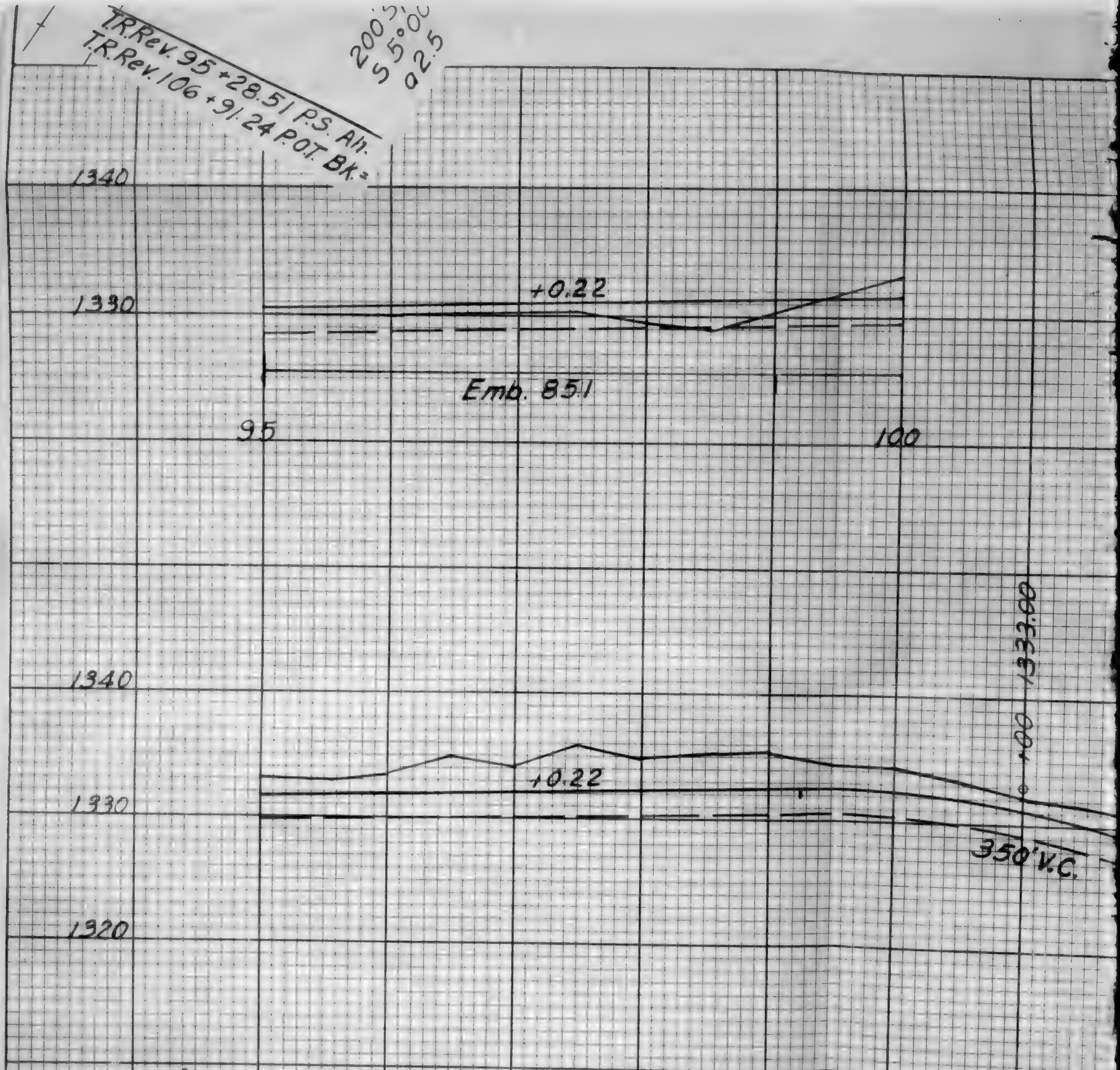

08.0 P.O.T.
on Road.
ROAD
R./W. Line
125
55
45
+00
N.88°08'05"W
65
+00
55
+20
Const. Cutoff Ditch-180' Bottom width-2' Sl. 1½:1 Dr. Exc. 93 C.Y.
Const. Irrigation Ditch-580' Bottom width 2'-Sl. 1½:1 Dr. Exc. 252 C.Y.
+68 Install 24" Pipe 92' Dr. Exc. 22 C.Y.
130+54.75 to 131+78.75 Span Struct.-124 Width-15'
130
+54.75
+78.75
BIDDLE
90.06

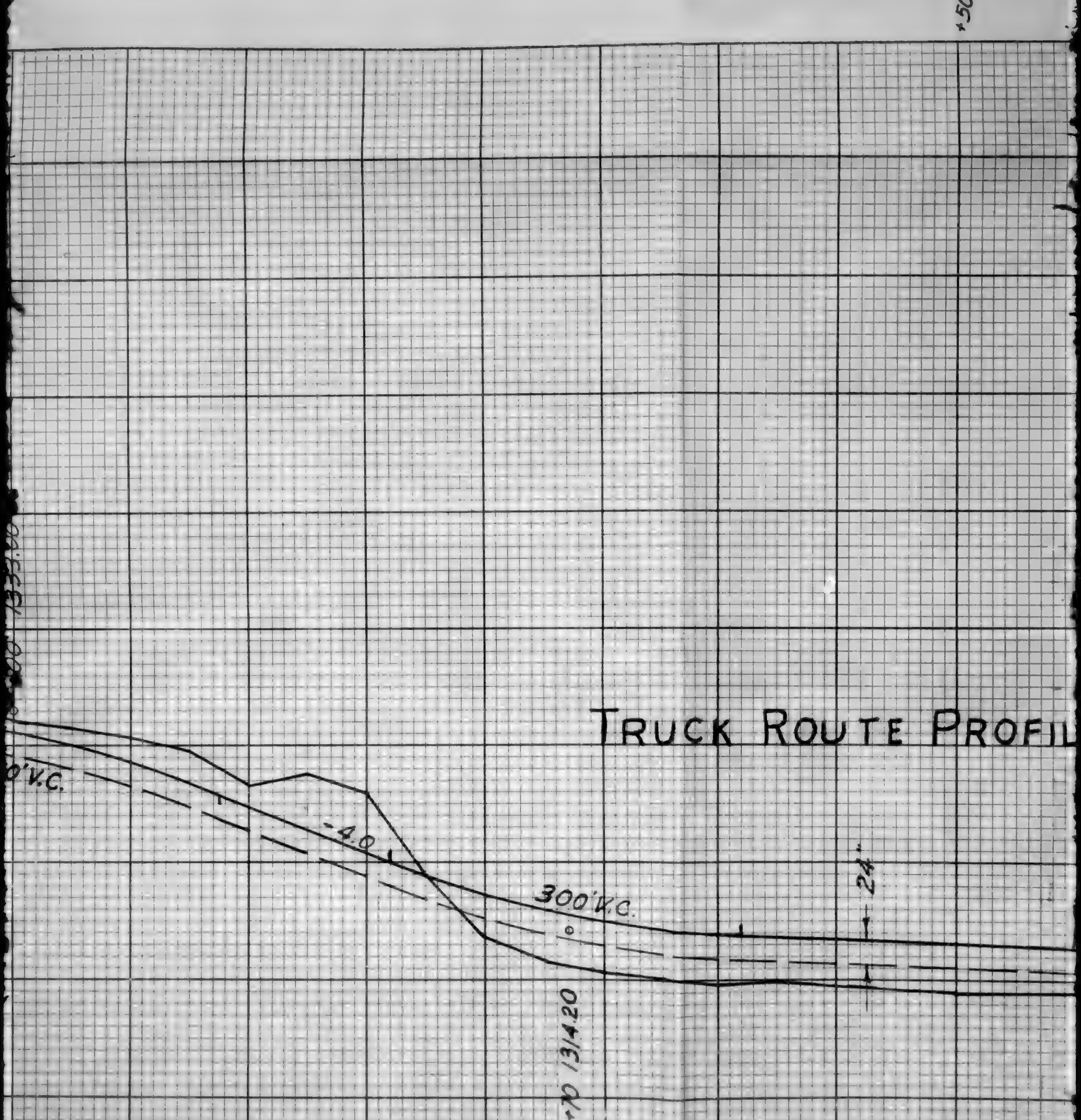
SEVEN OAKS~JACKSON ST. SECTION
PACIFIC HIGHWAY
JACKSON COUNTY

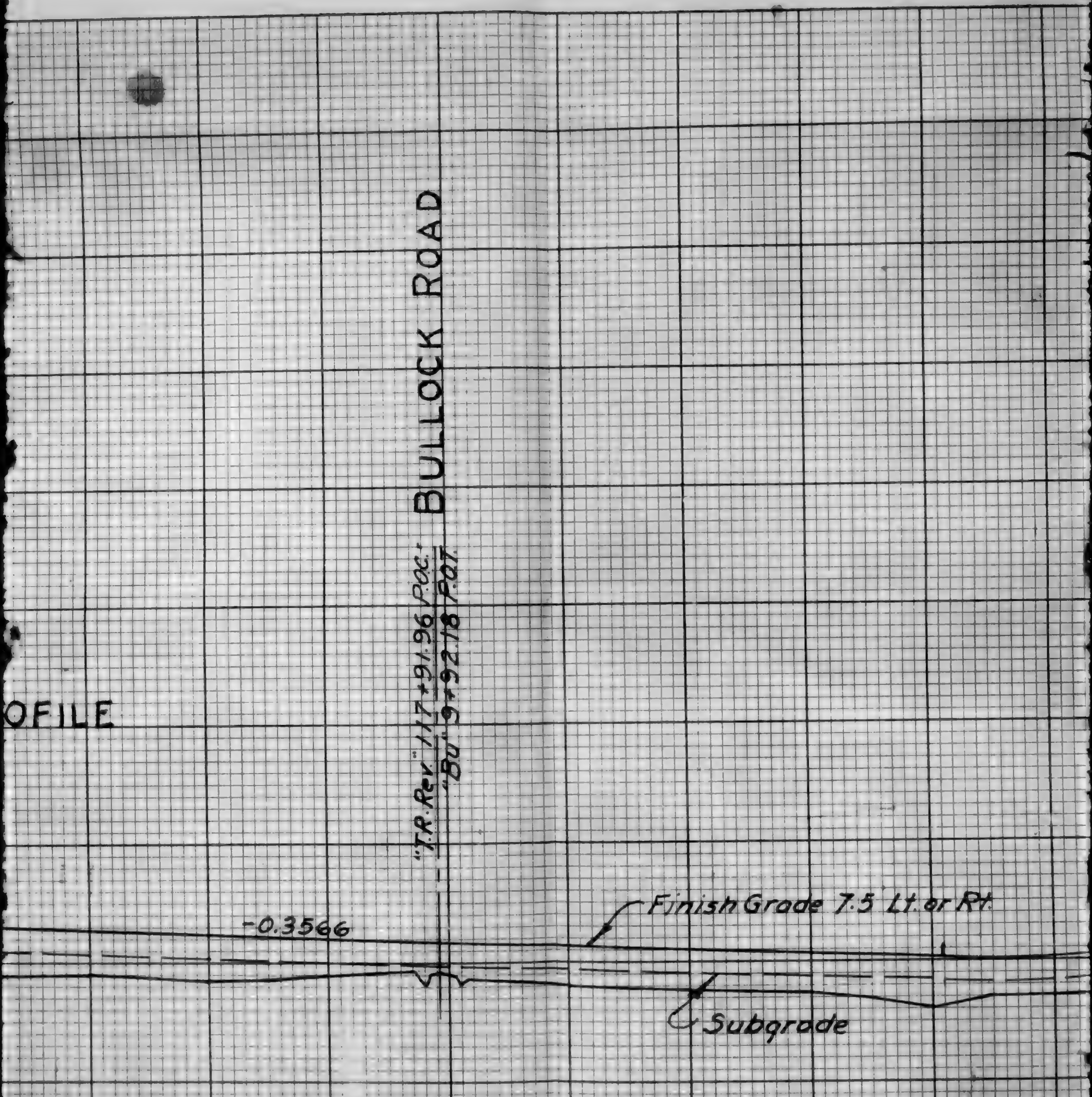
SHEET No. 11A

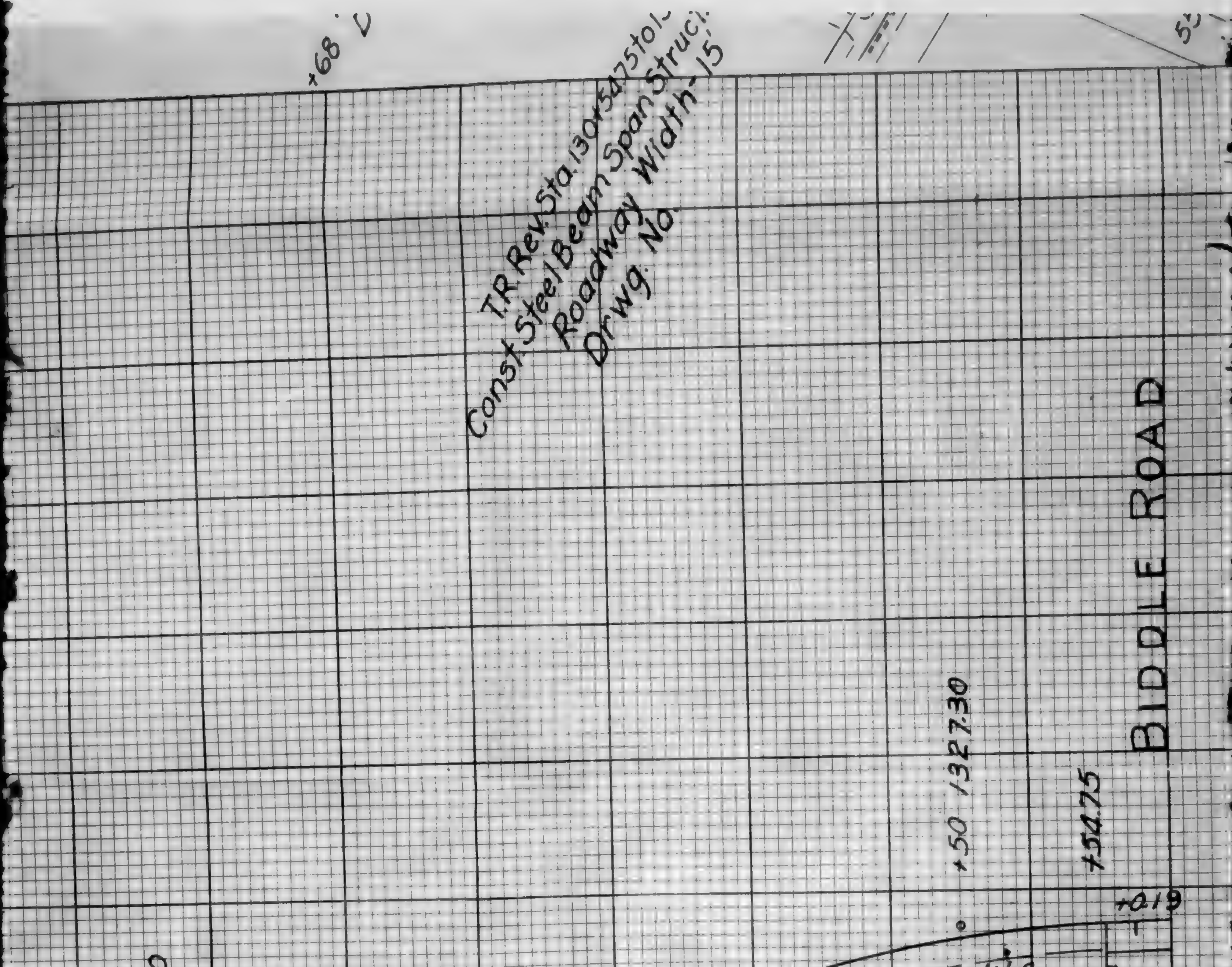
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index


ROAD
W. Line
125
55
45
N.88°08'05"W.
+00
65
+00
Const. Cutoff Ditch-180'
Bottom Width-2' Sl.1½:1
Dr. Exc. 93 C.Y.
tion Ditch-580'
th 2'-Sl.1½:1
Y.
55
+20
Install 24" Pipe 92'
+68 Dr. Exc. 22 C.Y.
30
+54.75
130+54.75 to 131+78.75
Span Struct.-124
Width-15'
+78.75
BIDDLE ROAD
S.1°45'55"W.
15
30' Sewer
"T.R.Rev." 131+16.75 P.O.T.=
Biddle Rd. 10+00.0
90°06'
133+49.91 P.S.
65
55


T.R.Rev. 95+28.51 P.S. Ah.
T.R.Rev. 106+91.24 P.O.T. Bk.=
200'
5 5°00'
a 2.5
1340
1330
+0.22
Emb. 851
95
100
1333.00
+00
1340
+0.22
1330
350' V.C.
1320
Exc. 9,269
Emb
100
105


+50
TRUCK ROUTE PROFIL
0'V.C.
-4.0
300'V.C.
24"
+70 1314.20
Emb. 42
110


OFILE
BULLOCK ROAD
"T.R. Rev." 117+91.96 P.O.C.
"BU" 9+92.18 P.O.T.
-0.3566
Finish Grade 7.5 Lt. or Rt.
Subgrade
Emb. 25,040
115
120


+68
D
T.R. Rev. Sta. 130+54.75 to 13
Const. Steel Beam Span Struc.
Roadway Width-15'
Drwg. No.
53
BIDDLE ROAD
1309.60
300' V.C.
+60
Ground Line at ℄
+3.0
+50 1327.30
250' V.C.
+54.75
+0.19
2:1 Sl.
125
130

Exhibit_

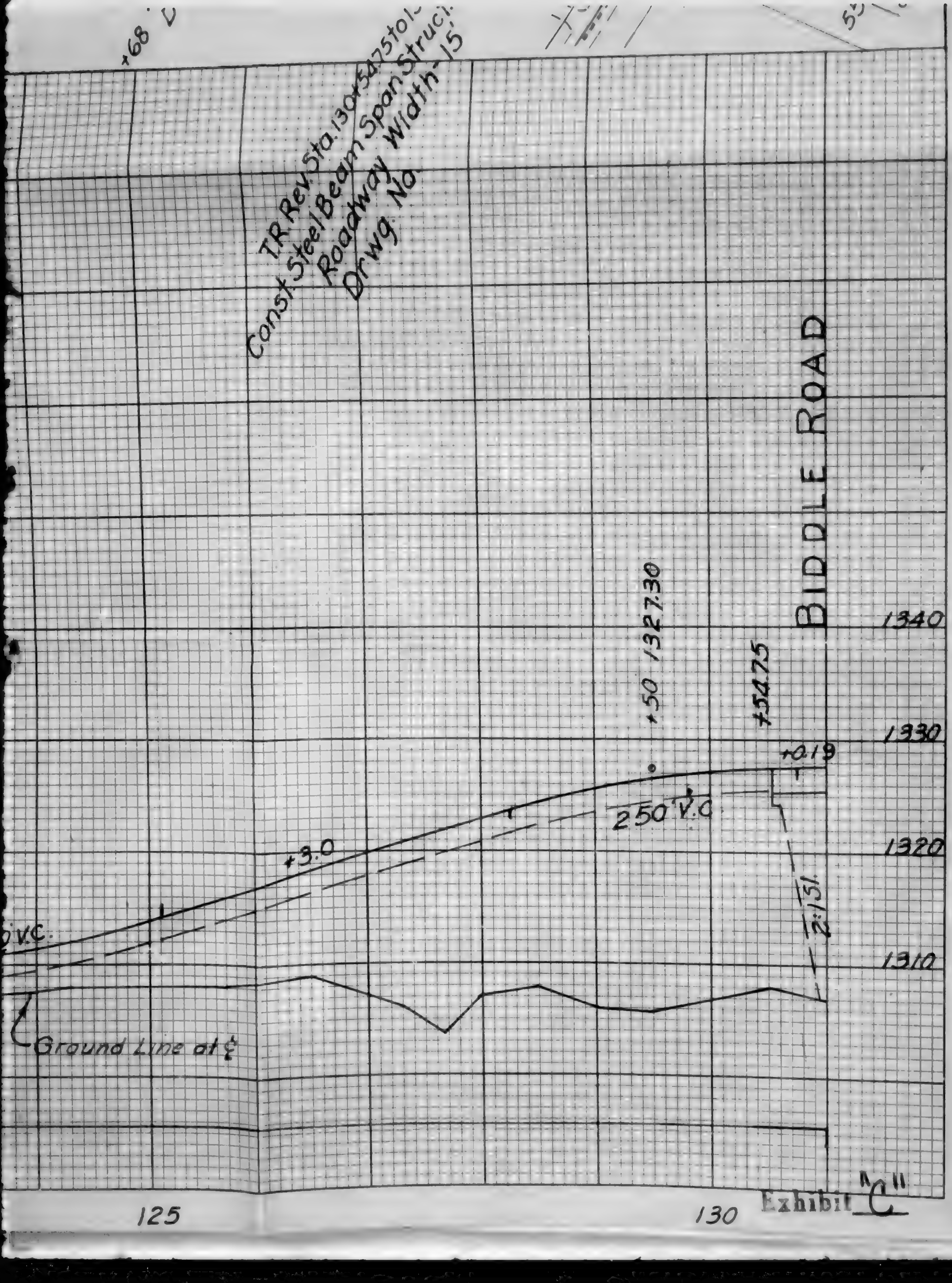
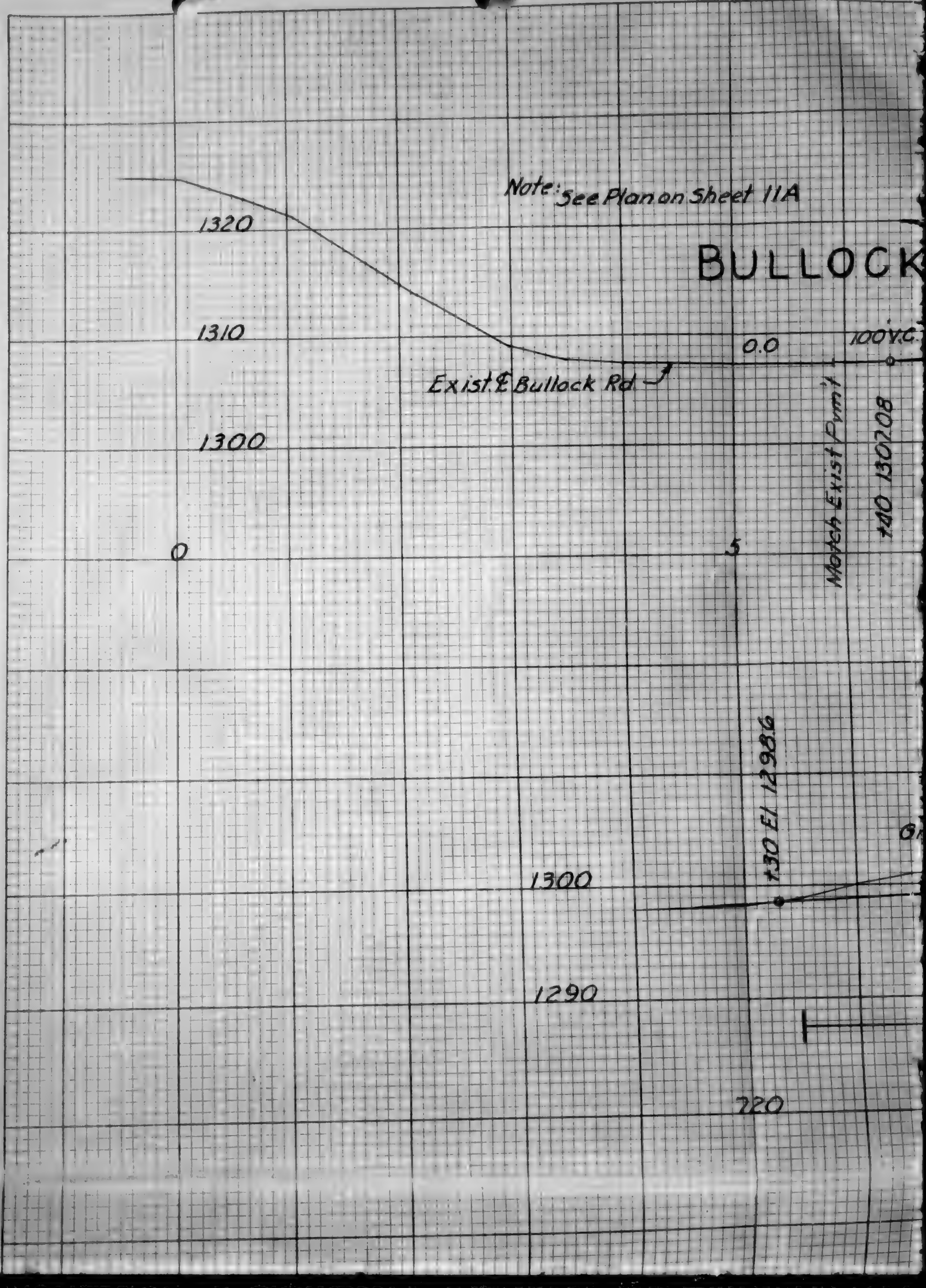
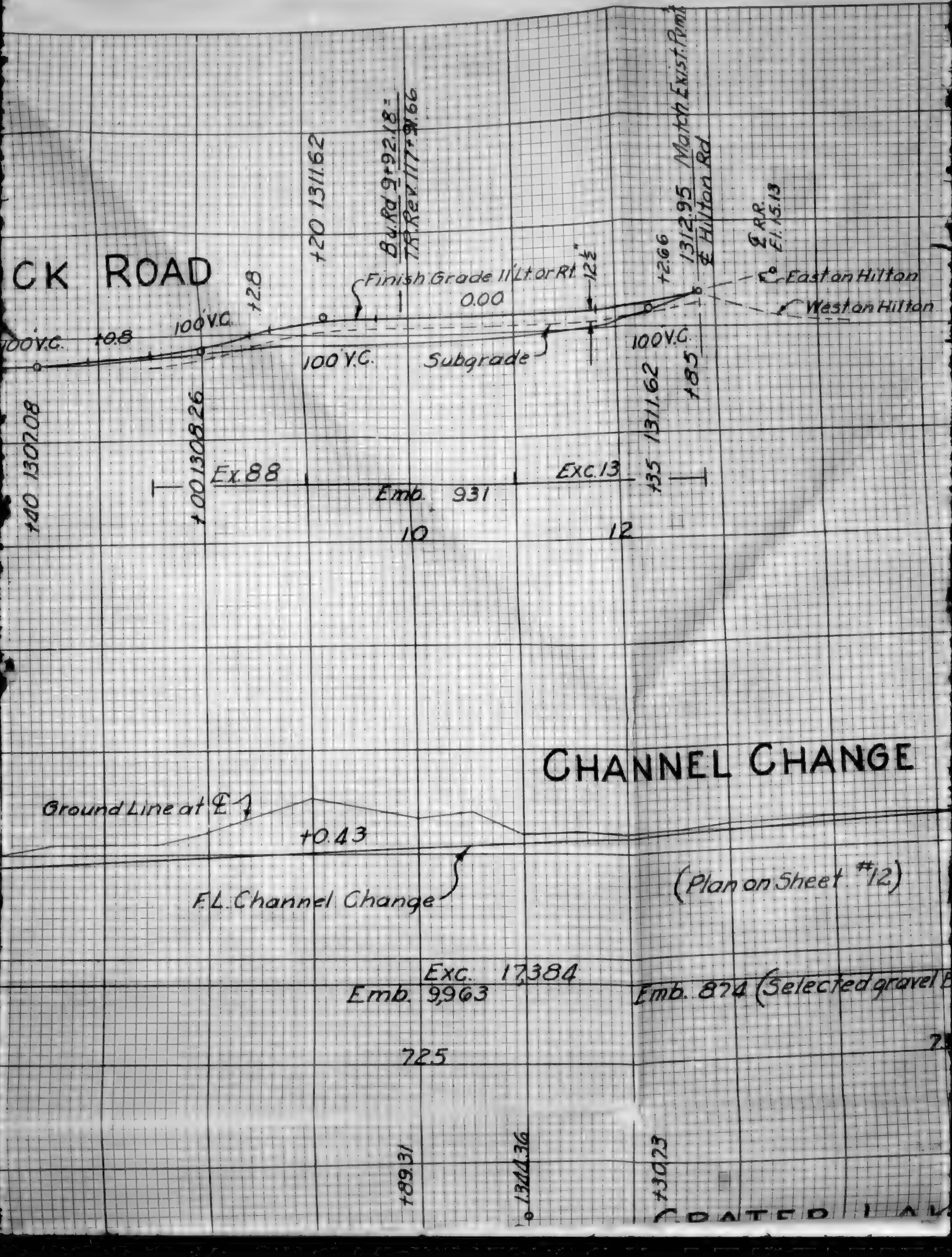
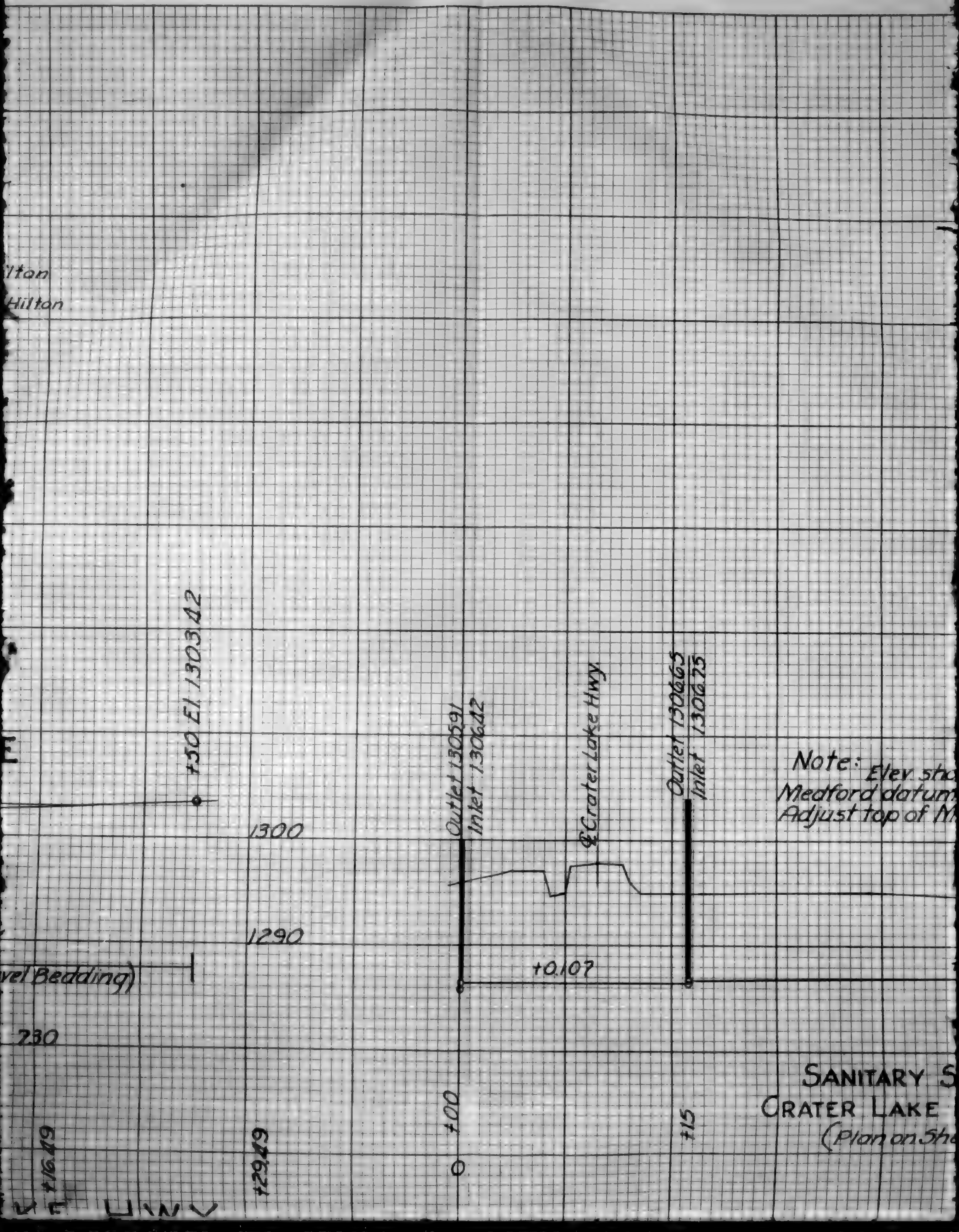

+68 V
T.R. Rev. Sta. 130+34.75 to 1
Const. Steel Beam Span Struct.
Roadway Width - 15'
Drwg. No.
55
BIDDLE ROAD
+50 1327.30
+54.75
+0.19
250' V.C.
+3.0
2:1 SL.
V.C.
Ground Line at ℄
1340
1330
1320
1310
125
130

Exhibit "C"

SURVEY
NOTE BOOK
NO.
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED


Note: See Plan on Sheet 11A
BULLOCK
1320
1310
1300
0.0
100 V.C.
Exist ℄ Bullock Rd
Match Exist Pvm't
+40 1307.08
0
5
+30 El 1298.6
Gr
1300
1290
720

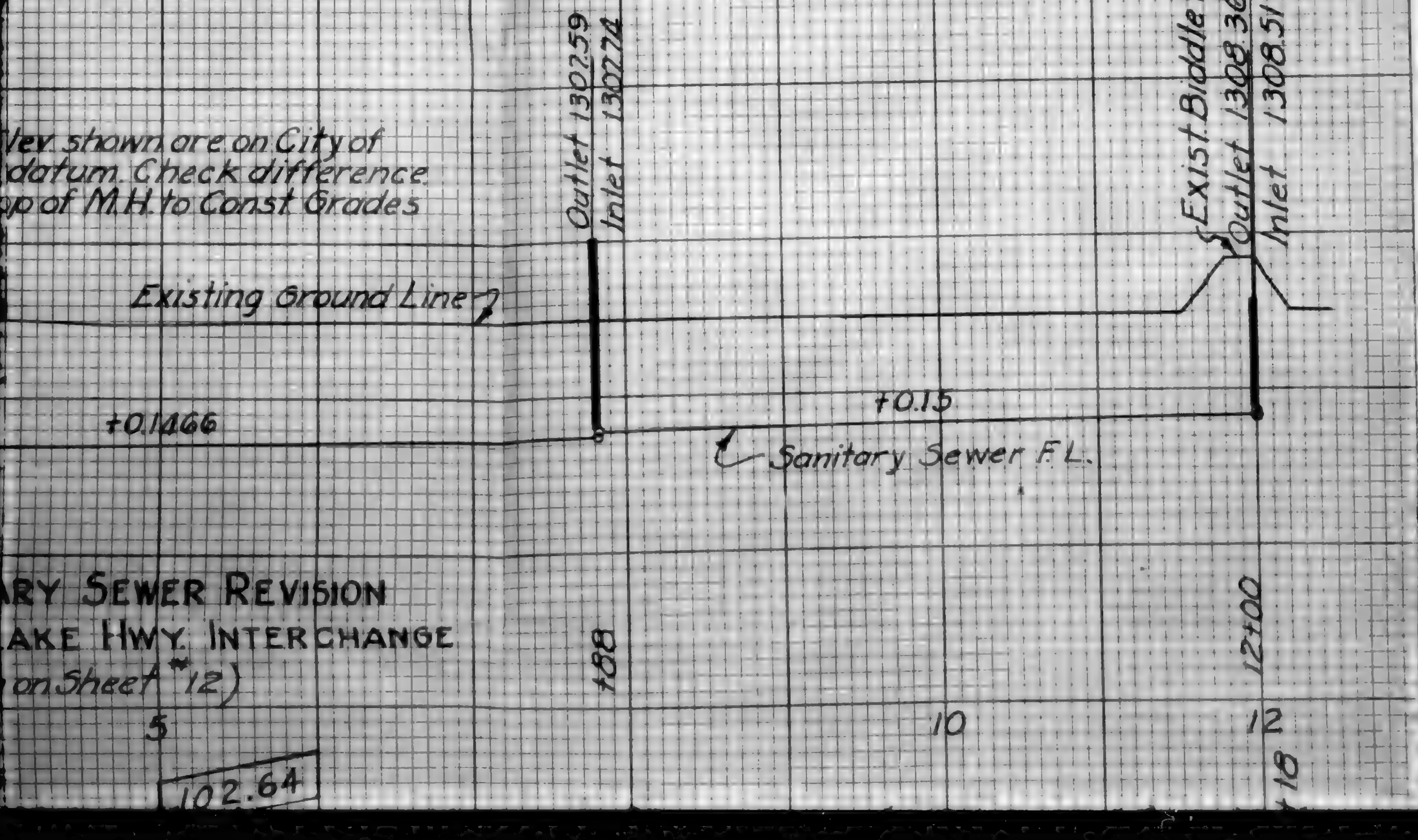

CK ROAD
+20 1311.62
Bu.Rd 9+92.18 =
T.B. Rev. 117+91.66
1312.95 Match Exist. Pvmt.
℄ Hilton Rd
℄ R.R.
El. 15.13
+2.66
12½"
+2.8
Finish Grade 11' Lt. or Rt.
0.00
℄ East on Hilton
West on Hilton
100' V.C.
+0.8
100' V.C.
100' V.C.
Subgrade
100' V.C.
+85
1311.62
+40 1307.08
+00 1308.26
Ex. 88
Exc. 13
Emb. 931
135
10
12
CHANNEL CHANGE
Ground Line at ℄
+0.43
F.L. Channel Change
(Plan on Sheet #12)
Exc. 17,384
Emb. 9,963
Emb. 874 (Selected gravel B
725
+89.31
1344.36
+30.23
CRATER LAK



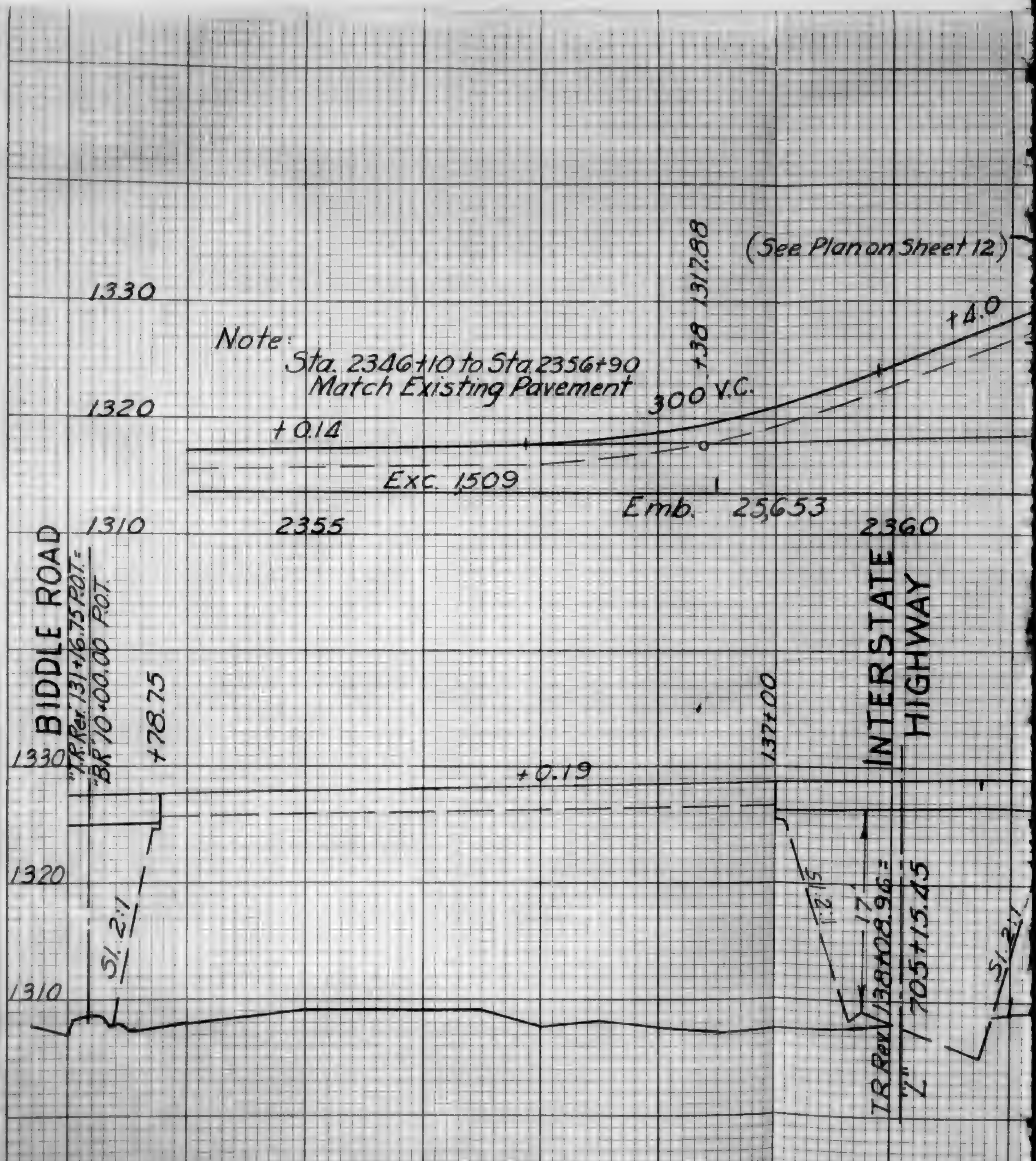
ilton
Hilton
+50 El. 1303.42
Outlet 1305.91
Inlet 1306.42
℄ Crater Lake Hwy.
Outlet 1306.65
Inlet 1306.75
Note: Elev. sho
Medford datum
Adjust top of M
1300
1290
+0.107
vel Bedding)
230
SANITARY S
CRATER LAKE
(Plan on She
+16.19
+29.49
+00
0
+15

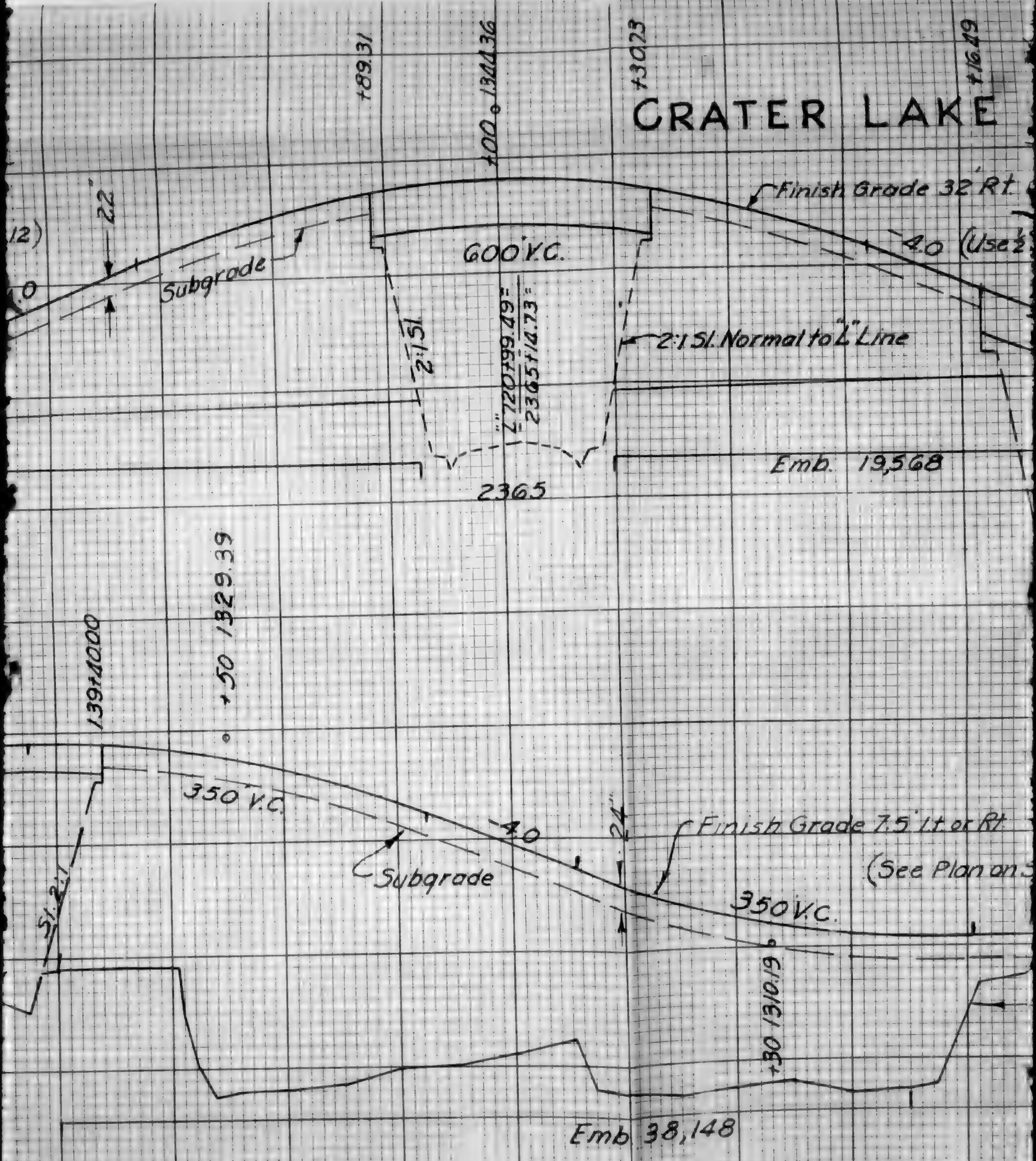
SEVEN OAKS-JACKSON ST. SECTION PACIFIC HIGHWAY JACKSON COUNTY				SHEET No. 11B
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

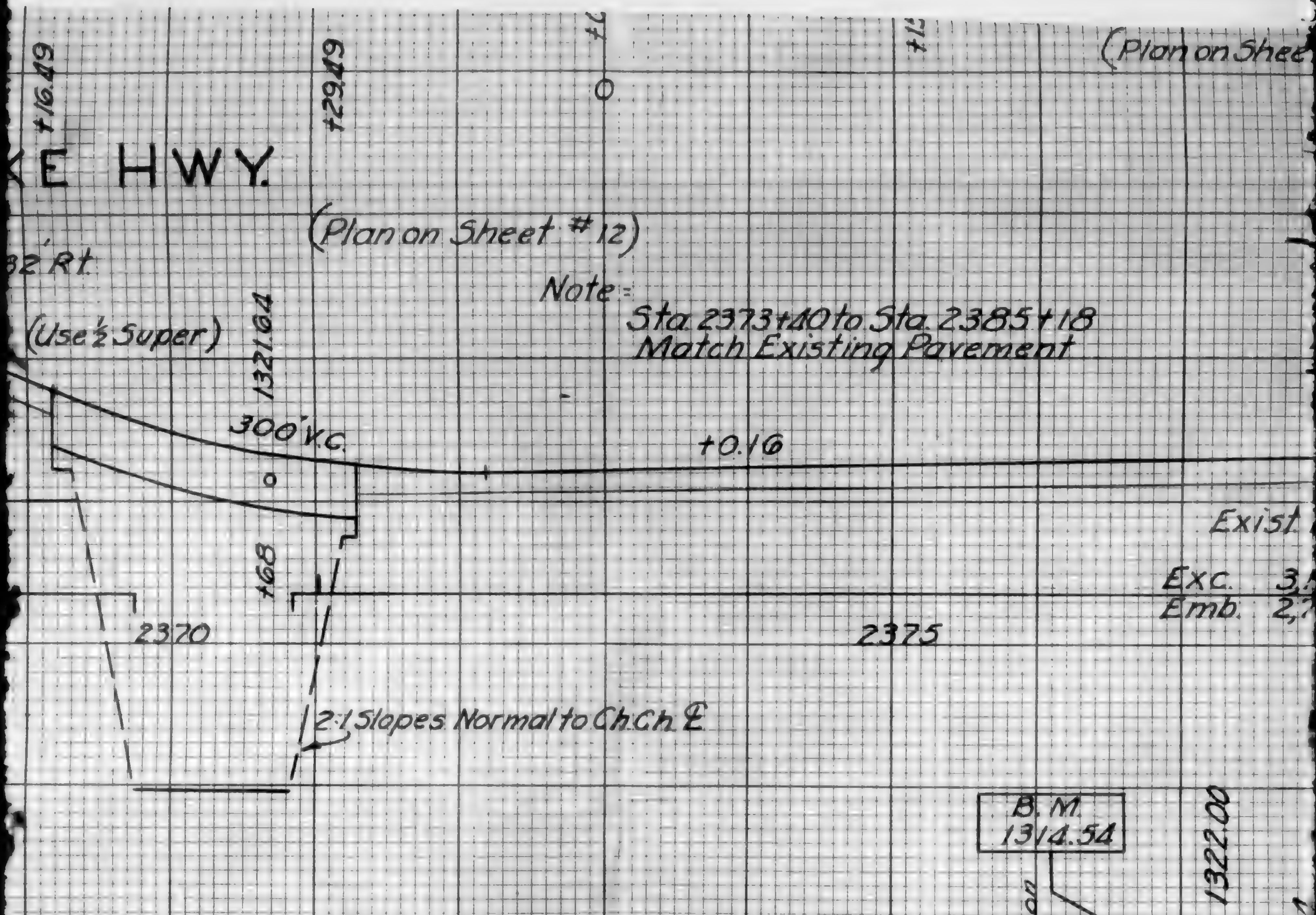
lev. shown are on City of
datum. Check difference
op of M.H. to Const Grades


Outlet 1302.59
Inlet 1302.74
Exist. Biddle Rd.
Outlet 1308.36
Inlet 1308.51
Existing Ground Line
+0.1466
+0.15
Sanitary Sewer F.L.
+88
12+00
5
10
12
102.64
18

ARY SEWER REVISION
AKE HWY. INTERCHANGE
on Sheet #12)


(See Plan on Sheet 12)
1330
Note:
Sta. 2346+10 to Sta. 2356+90
Match Existing Pavement
+38 1317.88
+4.0
300 V.C.
1320
+0.14
Exc. 1509
Emb. 25,653
1310
2355
2360
BIDDLE ROAD
"T.R. Rev." 131+16.75 P.O.T. =
"BR" 10+00.00 P.O.T.
+78.75
137+00
INTERSTATE
HIGHWAY
1330
+0.19
1320
Sl. 2:1
Sl. 2:1
17
T.R. Rev. 138+08.96 =
"Z" 705+15.45
1310
Sl. 2:1
Emb. 29,076
131
135


+89.31
100 1344.36
+30.23
+16.19
CRATER LAKE
12)
.0
2.2
Subgrade
600 V.C.
Finish Grade 32' Rt.
4.0 (Use ½
2:1 Sl.
"L" 7201+99.49 = 2365+14.73
2:1 Sl. Normal to "L" Line
Emb. 19,568
2365
139+00.00
+50 1329.39
350 V.C.
Sl. 2:1
Subgrade
4.0
2.4
Finish Grade 7.5' Lt. or Rt.
(See Plan on S
350 V.C.
+30 1310.19
Emb. 38,148
140
145


+16.49
+29.49
+0
+1
(Plan on Shee
E HWY.
(Plan on Sheet #12)
32' Rt.
Note:
Sta. 2373+40 to Sta. 2385+18
Match Existing Pavement
(Use ½ Super)
1321.64
300' V.C.
+0.16
+68
Exist.
Exc. 3,
Emb. 2,
2370
2375
2:1 Slopes Normal to Ch.Ch. ℄
B. M.
1314.54
Bolt in Siphon
Box Lid
105' Lt. of
"T.R." 154+90
1322.00
+25
+86.91
TRUCK ROUTE
or Rt.
lan on Sheet 11 & 12)
+3.0
300' V.C.
300 V.C.
+0.203
Ground Line at ℄
1311.50
+70
Exc. 2,042
Emb. 15,776

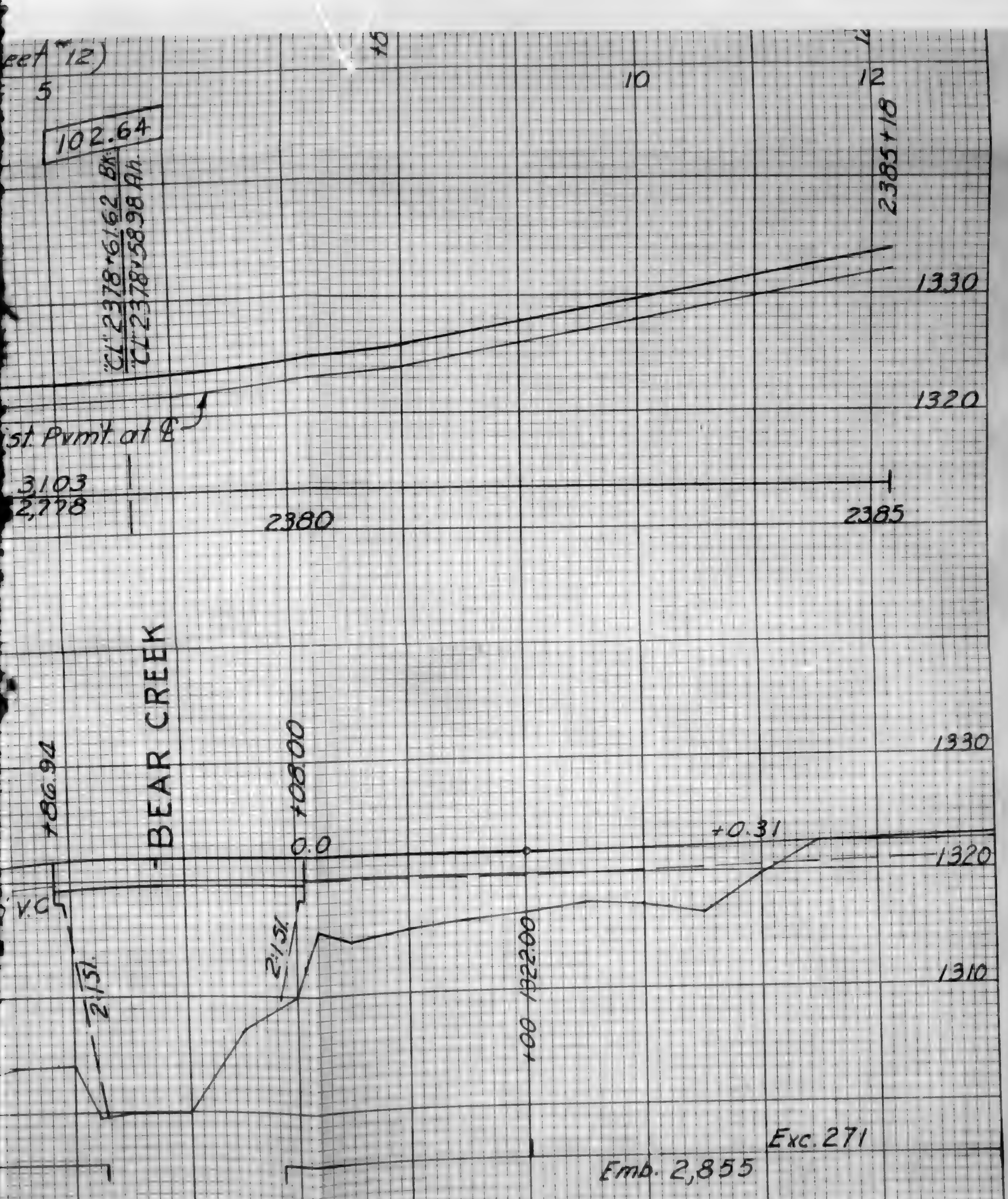
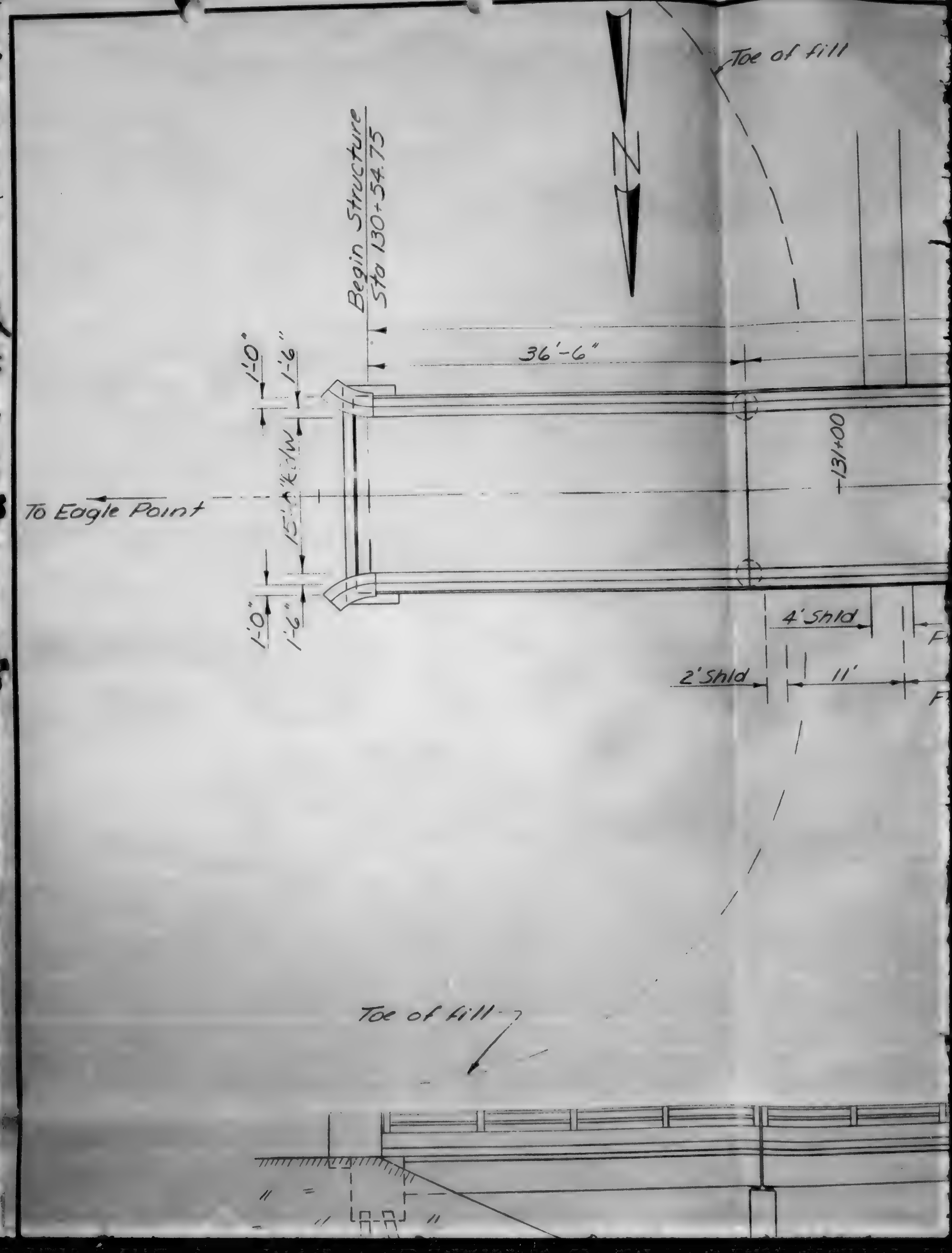
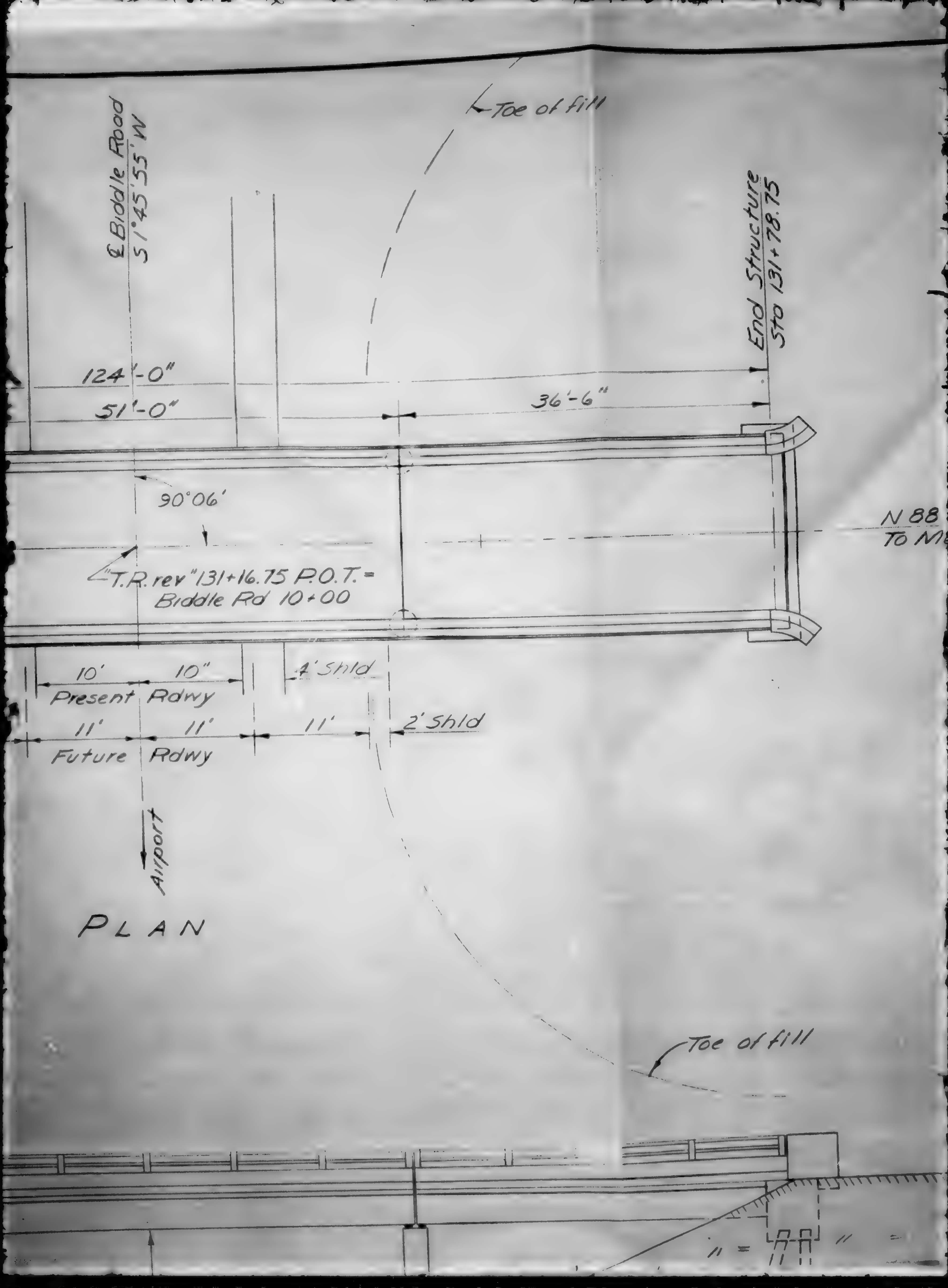
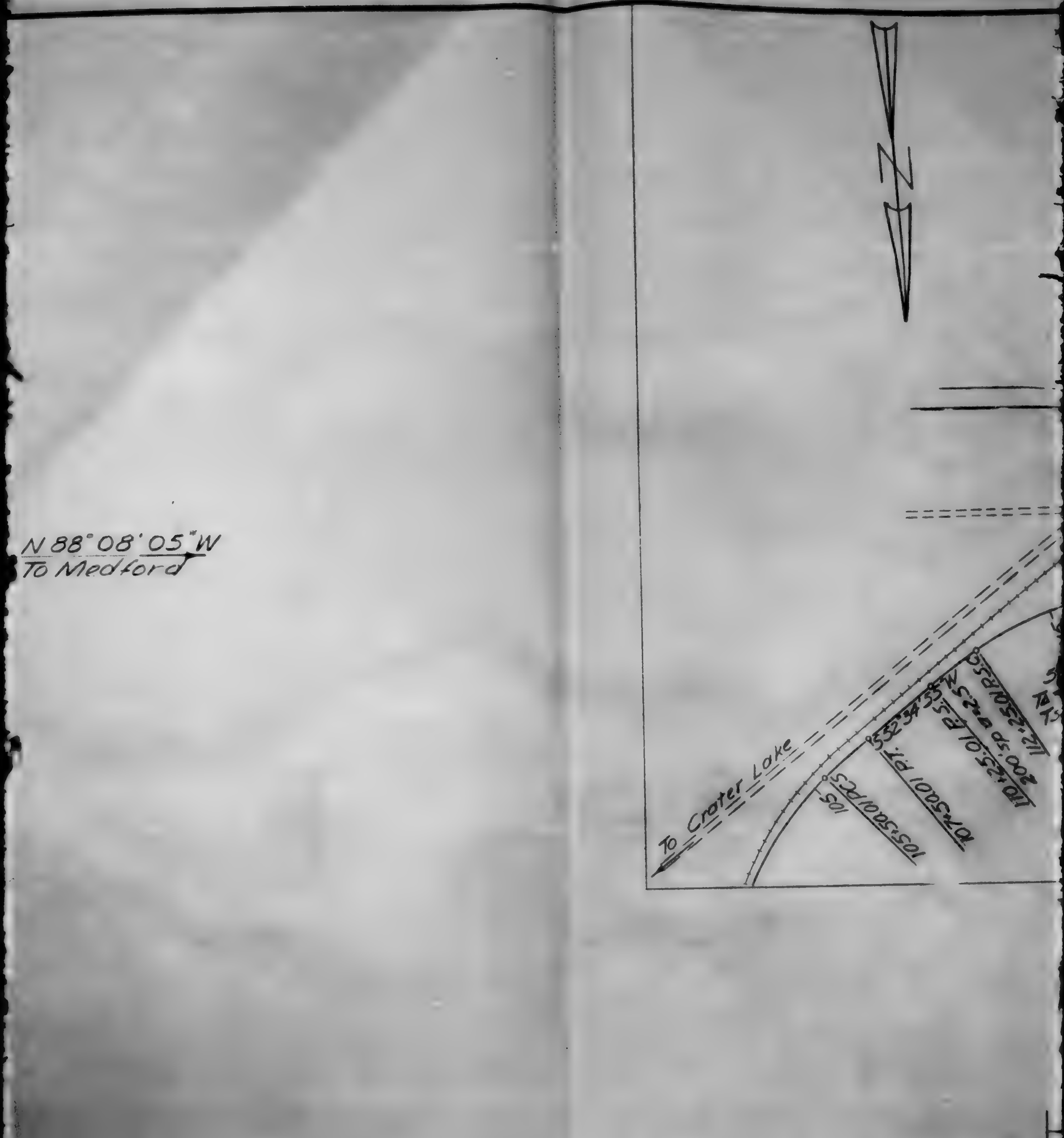

eet # 12)
5
10
12
102.64
"CL" 2378+61.62 Bk.
"CL" 2378+58.98 Ah.
2385+18
1330
1320
ist. Pvmt. at ℄
3103
2,778
2380
2385
BEAR CREEK
+86.94
+08.00
0.0
+0.31
1330
1320
1310
V.C.
2:1 Sl.
2:1 Sl.
+00 1322.00
Exc. 271
Emb. 2,855
160
165

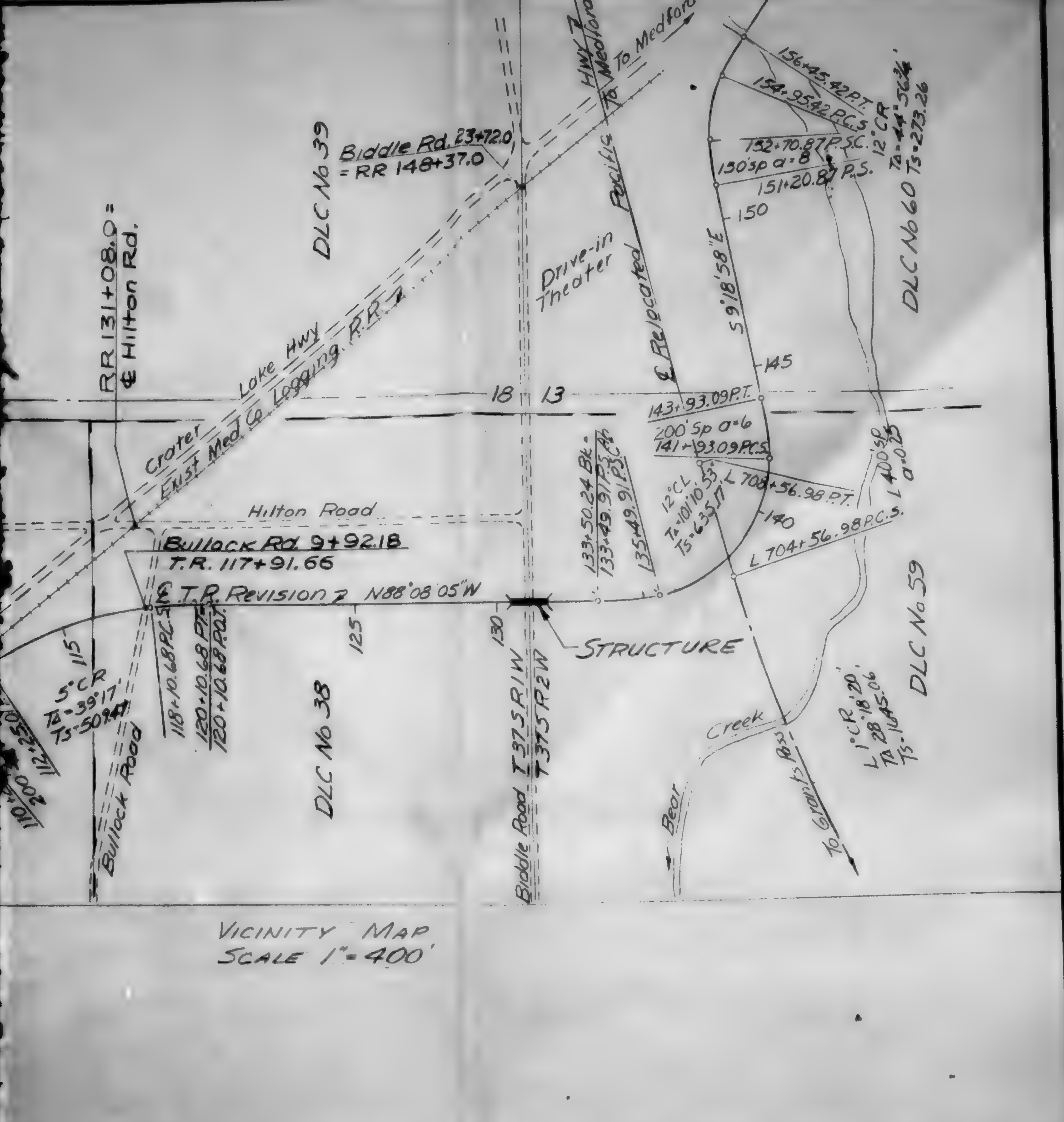
Exhibit "D"


Toe of fill
N
Begin Structure
Sta 130+54.75
36'-6"
1'-0"
1'-6"
15' R/W
131+00
To Eagle Point
1'-0"
1'-6"
4' Shld
2' Shld
11'
Toe of fill

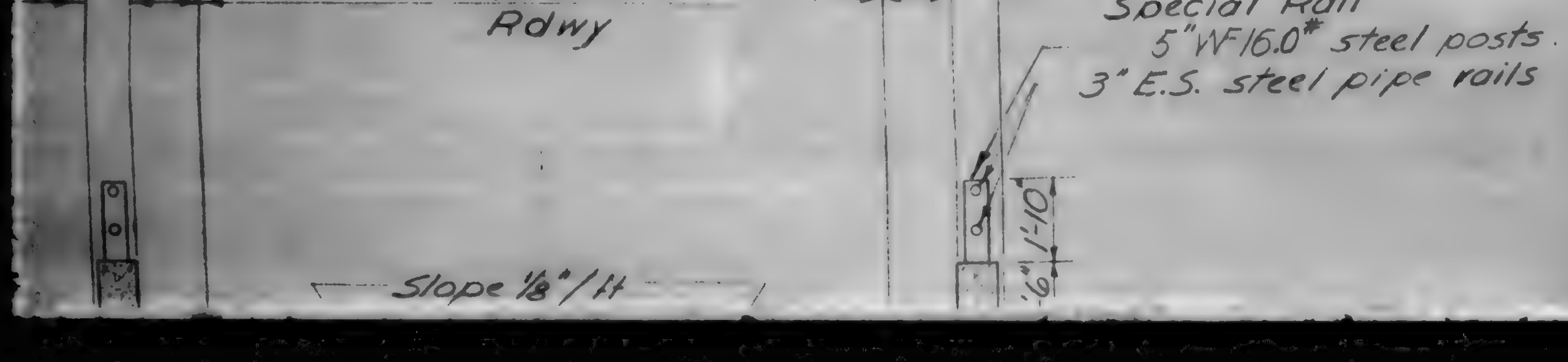

Toe of fill
℄ Biddle Road
S 1°45'55" W
End Structure
Sta 131+78.75
124'-0"
51'-0"
36'-6"
90°06'
N 88
To M
"T.R. rev" 131+16.75 P.O.T. =
Biddle Rd 10+00
10'
10"
Present Rdwy
4' Shld
11'
11'
11'
2' Shld
Future Rdwy
Airport
Toe of fill

PLAN

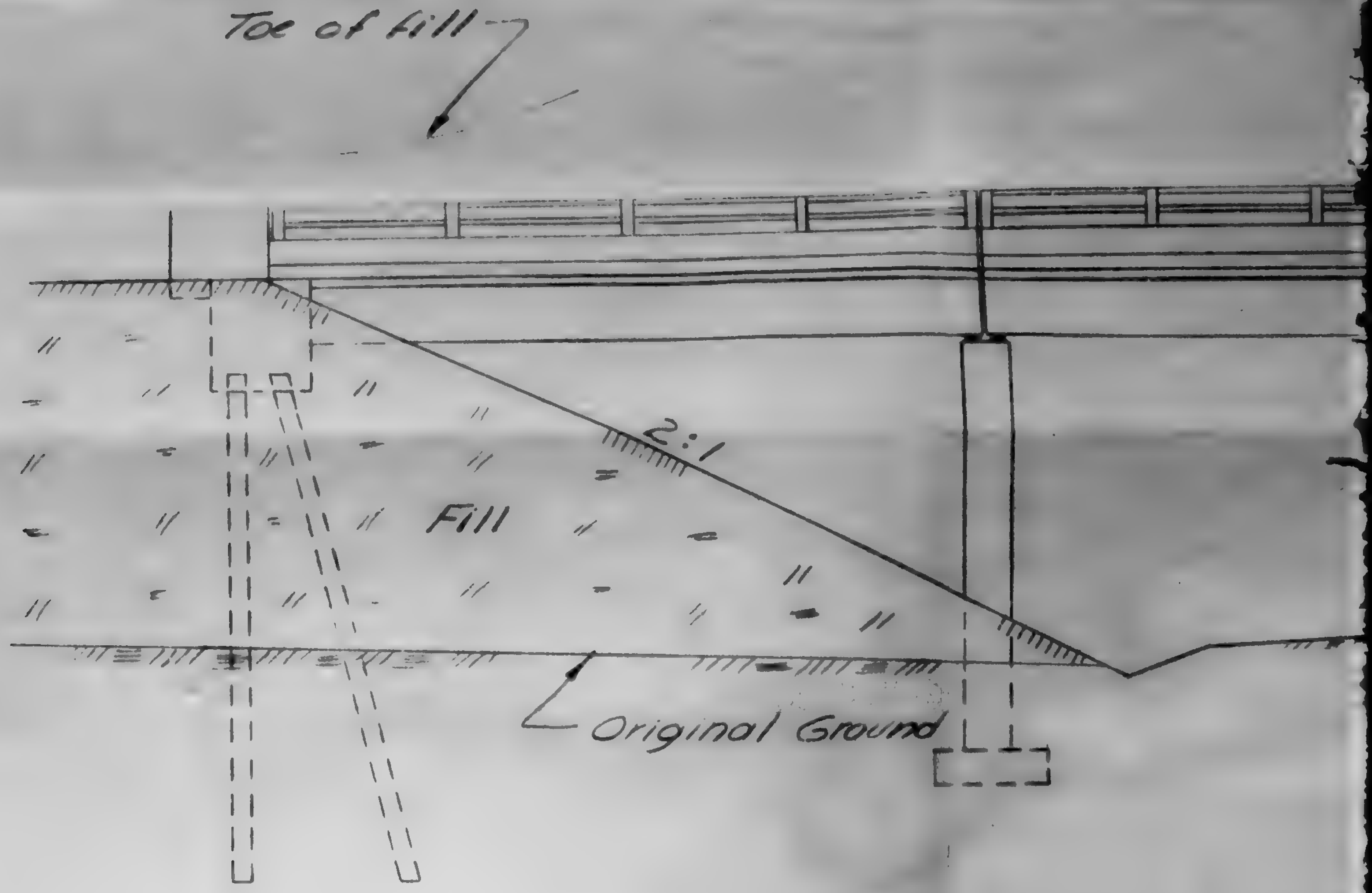

N 88°08'05"W
To Medford
N
To Crater Lake
105
105+50.00 P.C.S.
107+50.00 P.T.
S 52°34'55" W
110+25.01 P.S.
200.50 @ 2.5
112+25.01 P.S.C.
1'-0"

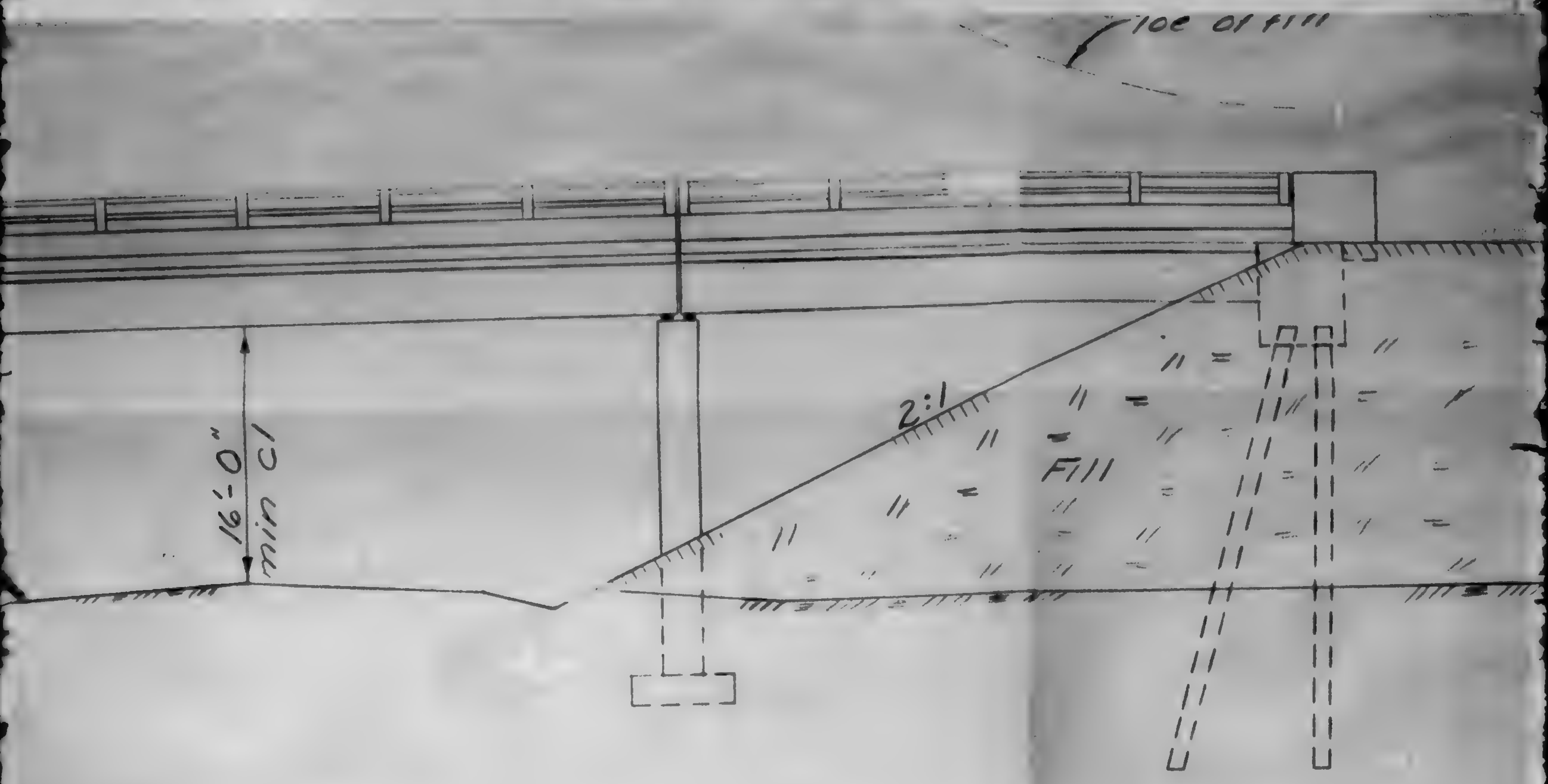

To Medford
Hwy 7
To Medford
Pacific
Biddle Rd. 23+72.0
= RR 148+37.0
DLC No 39
RR 131+08.0 =
℄ Hilton Rd.
Crater Lake Hwy
Exist Med. Co. Logging R.R. 7
Drive-in Theater
℄ Relocated
59°18'58"E
156+45.42 P.T.
154+95.42 P.C.S.
152+70.87 P.S.C.
130' sp a=8
151+20.87 P.S.
12° CR
Ta=44°56'
Ts=273.26
150
DLC No 60
145
18
13
143+93.09 P.T.
200' Sp a=6
141+93.09 P.C.S.
L 708+56.98 P.T.
12° CL
Ta=101°10'55"
Ts=635.17
L 400' sp
a=0.25
140
L 704+56.98 P.C.S.
133+50.24 Bk.
133+49.91 P.S.
135+49.91 P.S.C.
Hilton Road
Bullock Rd. 9+92.18
T.R. 117+91.66
℄ T.R. Revision 7 N88°08'05"W
115
125
130
STRUCTURE
5° CR
Ta=39°17'
Ts=509.47
110+
200
112+25.0
118+10.68 P.C.S.
120+10.68 P.T.
120+10.68 P.O.T.
Bullock Road
DLC No 38
Biddle Road
T 37 S R 1 W
T 37 S R 2 W
DLC No 59
Creek
Bear
To Grants Pass
L 1° CR
Ta 28°18'20"
Ts=1645.06

VICINITY MAP
SCALE 1" = 400'

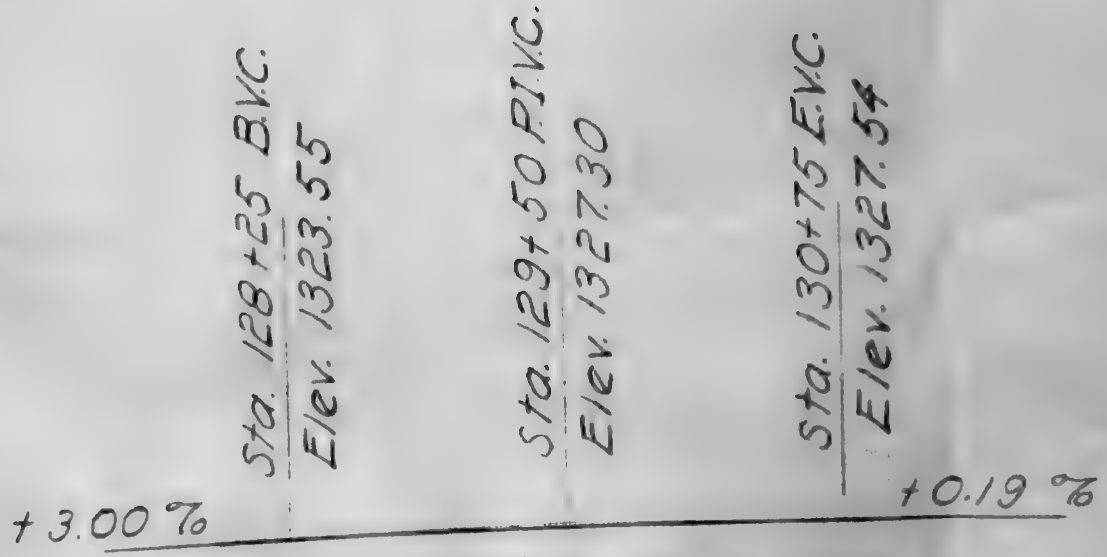

20'-0"
1'-0"
1'-6"
15'-0"
Rdwy
1'-6"
1'-0"
1'-10
6"
Slope 1/8"/ft

Special Rail
5" WF 16.0# steel posts
3" E.S. steel pipe rails


Toe of fill
2:1
Fill
Original Ground
EL
SC


Toe of fill
2:1
Fill
16'-0"
min cl

ELEVATION
SCALE 1" = 10'-0"


Sta. 128+25 B.V.C.
Elev. 1323.55
Sta. 129+50 P.I.V.C.
Elev. 1327.30
Sta. 130+75 E.V.C.
Elev. 1327.54
+3.00 %
+0.19 %

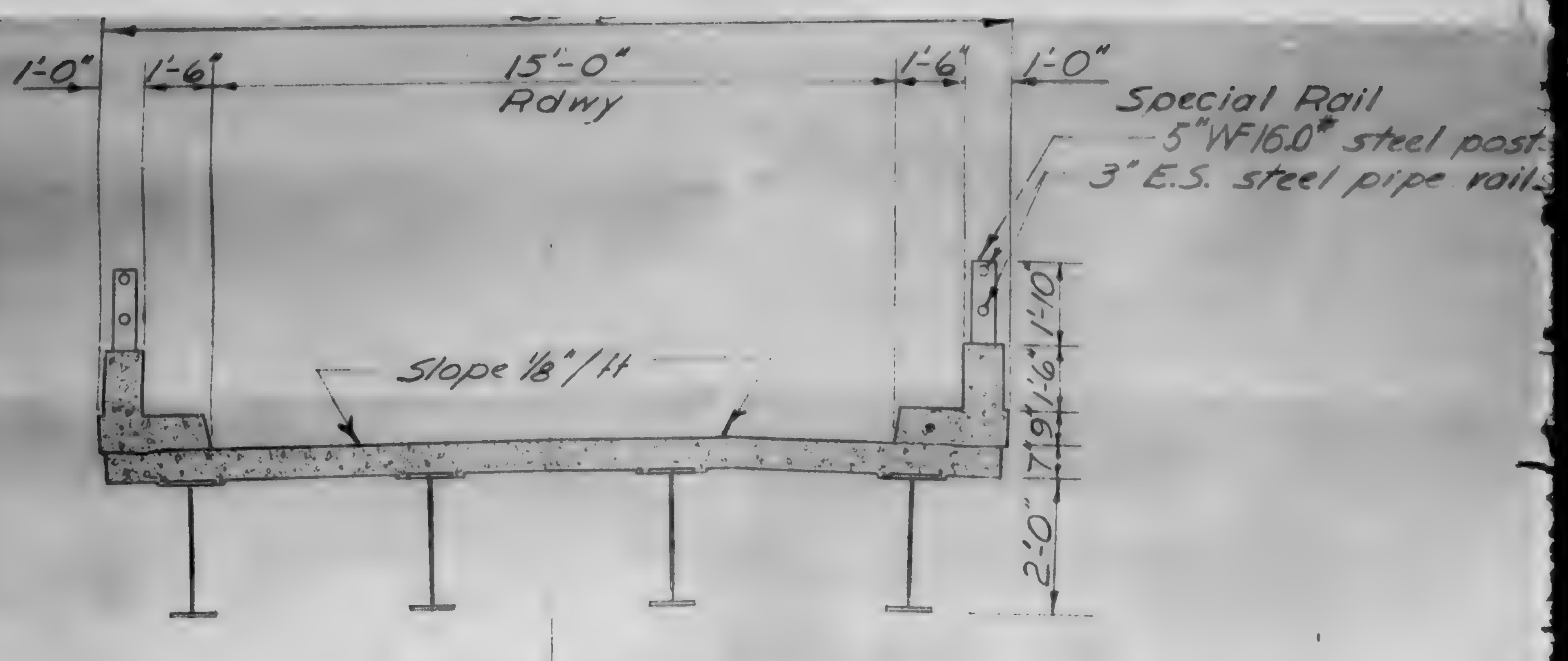
250' Vertical Curve
Profile grade held 7.50' left or right of ℄.

GRADE LINE DIAGRAM

No Scale

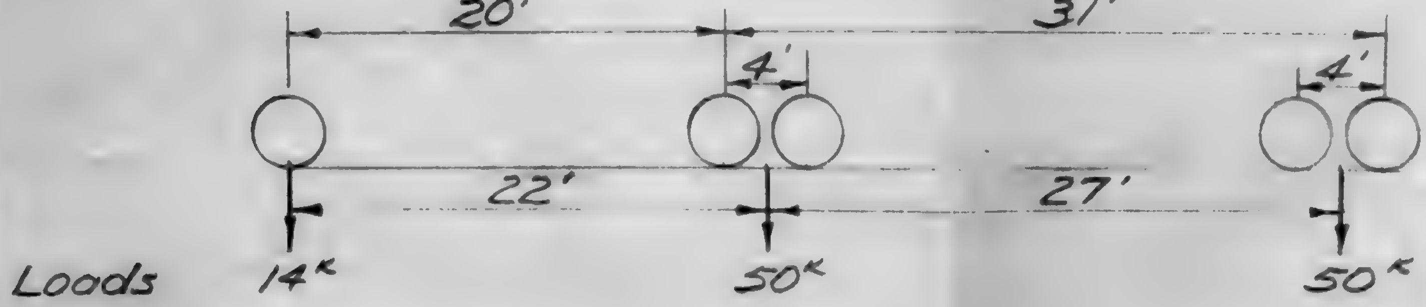
Axle Load

Revised Sept. 15, 1960


1'-0"
1'-6"
15'-0"
Rdwy
1'-6"
1'-0"
Special Rail
5"WF16.0# steel posts
3" E.S. steel pipe rails
Slope 1/8"/ft
1'-10"
1'-6"
9"
7"
2'-0"

TYPICAL SECTION
SCALE 1/4"=1'-0"

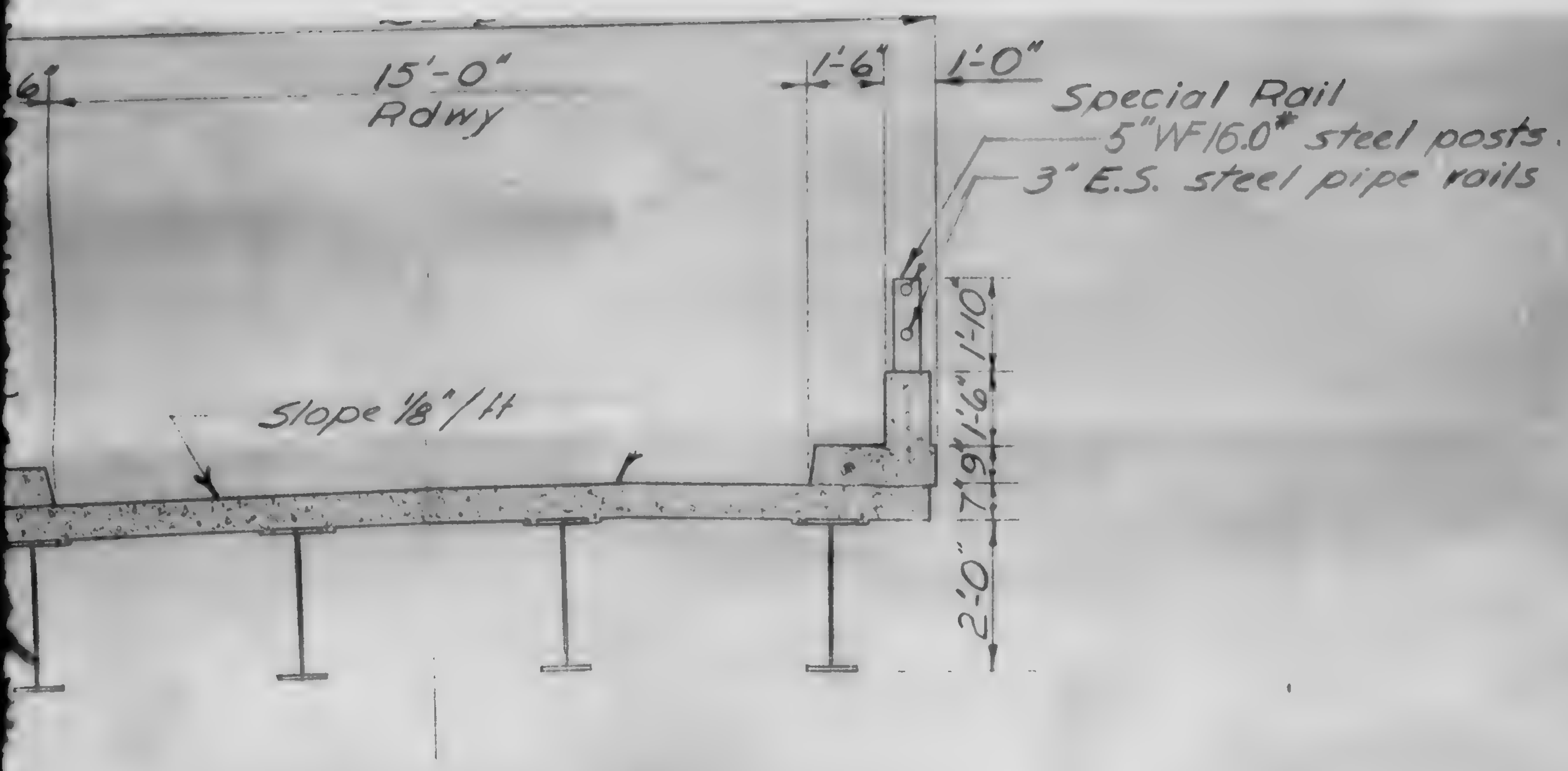
NOTE:
Structure designed for 114ᵏ logging truck as shown below.


20'
31'
4'
4'
22'
27'
e Loads
14ᵏ
50ᵏ
50ᵏ

5,1960

APPROVED: Ivan D. Merchant BRIDGE ENGINEER	**OREGON STATE HIGHWAY DEPARTMENT** **BRIDGE DIVISION**
ASS'T. STATE HIGHWAY ENGINEER	BIDDLE ROAD UNDERCROSSING OF MEDFORD CORP. LOGGING RD. TABLE ROCK RD.—12 TH. ST. SECTION PACIFIC HIGHWAY JACKSON COUNTY
STATE HIGHWAY ENGINEER	PLAN & ELEVATION
DESIGNED .... CHECKED	DATE JULY 25, 1960 BRIDGE NO. 8862 SHEET .... OF ....
DRAWN J.M.T. CALC. BOOK	ACCOMPANIED BY DWGS. .... DRAWING NO. 8862-A

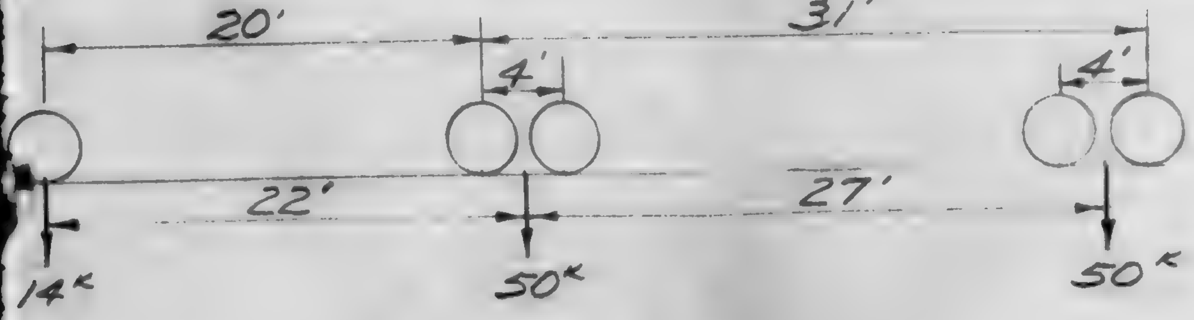
Exhibit "E"


6"
15'-0"
Rdwy
1'-6"
1'-0"
Special Rail
5" WF 16.0# steel posts.
3" E.S. steel pipe rails
Slope 1/8"/ft
1'-10"
1'-6"
9"
7"
2'-0"

TYPICAL SECTION
SCALE 1/4"=1'-0"

:

ucture designed for 114k logging truck as shown below.


20'
31'
4'
4'
22'
27'
14k
50k
50k

OVED:

Sam V. Merchant
GE ENGINEER

T. STATE HIGHWAY ENGINEER

TE HIGHWAY ENGINEER

GNED
WN J.M.T.
CHECKED
CALC. BOOK

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

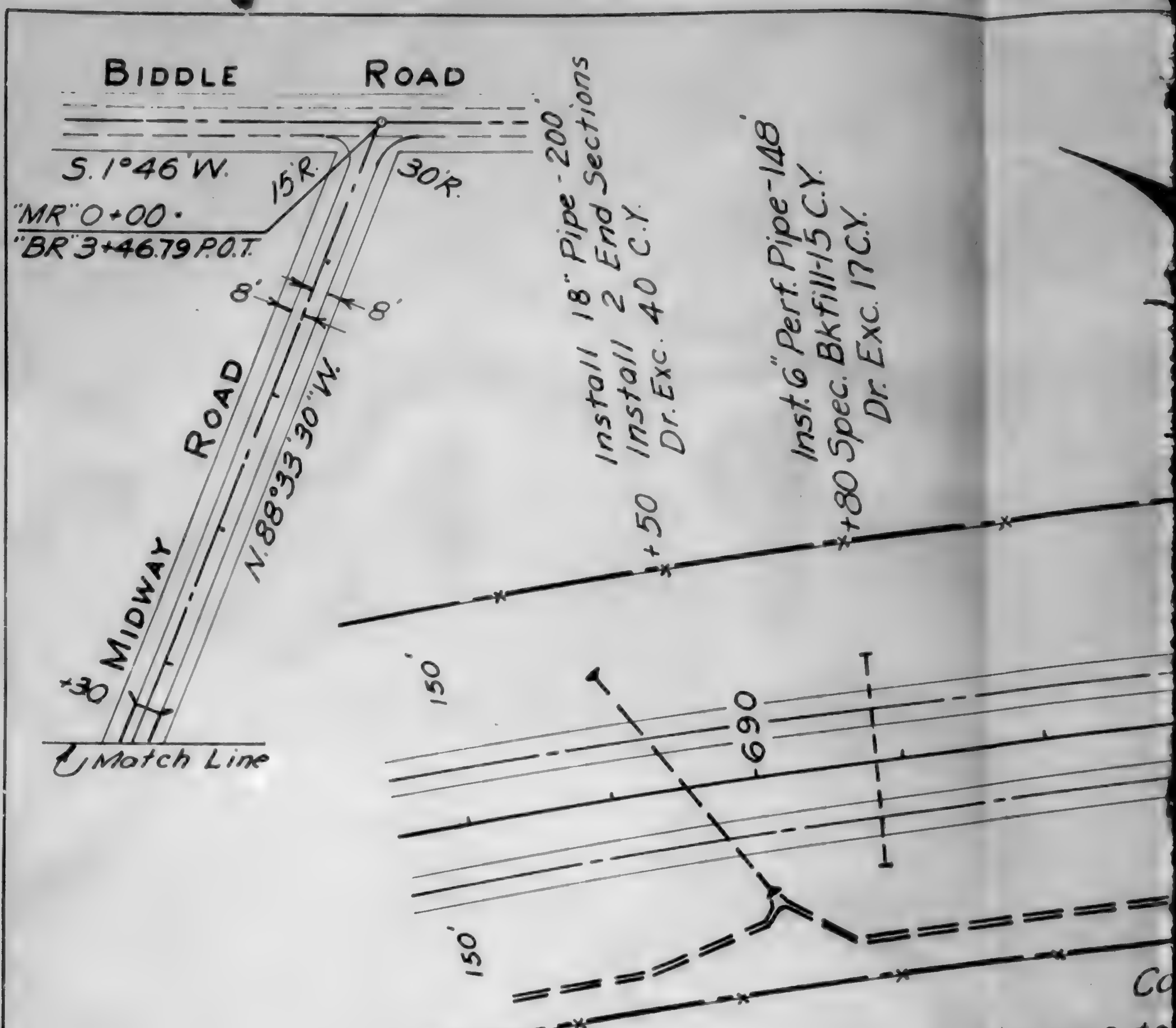
BIDDLE ROAD UNDERCROSSING
OF MEDFORD CORP. LOGGING RD.
TABLE ROCK RD.—12 TH. ST. SECTION
PACIFIC HIGHWAY
JACKSON COUNTY

PLAN & ELEVATION

DATE JULY 25, 1960 BRIDGE NO 8862
ACCOMPANIED BY DWGS

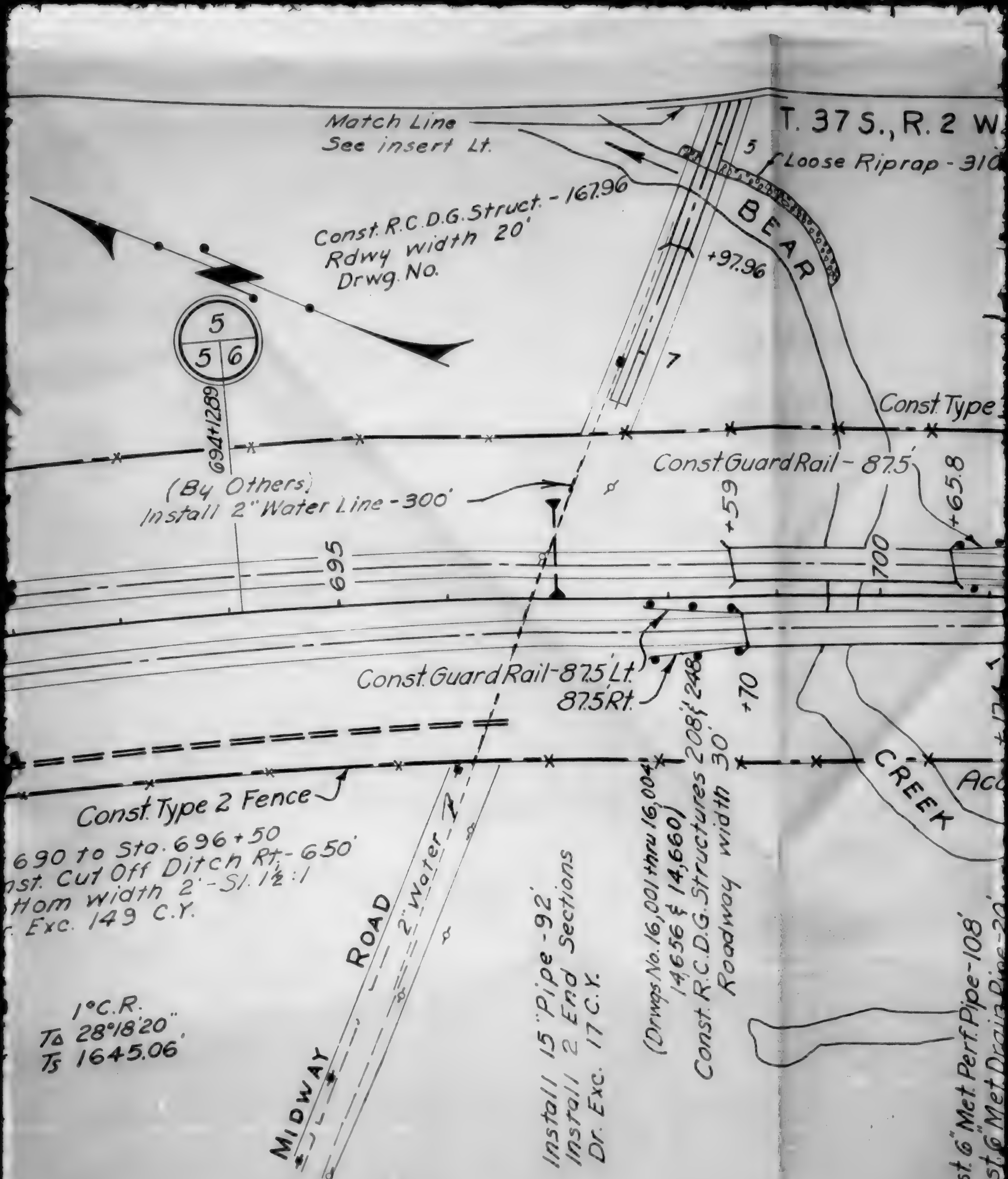
SHEET OF
DRAWING NO. 8862-A

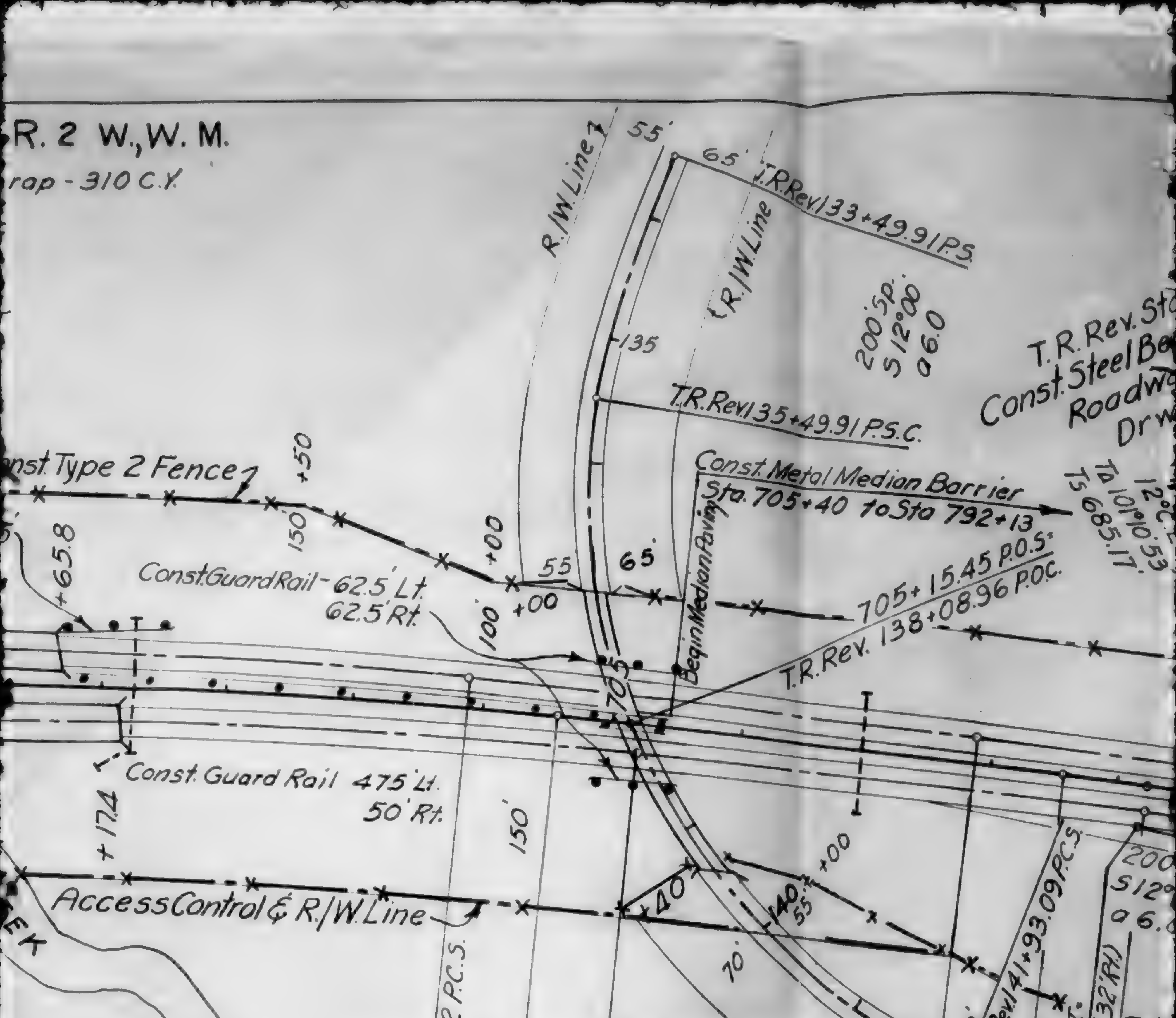
Exhibit "E"


BIDDLE ROAD
S. 1°46' W.
15'R.
30'R.
"MR" 0+00 •
"BR" 3+46.79 P.O.T.
8'
8'
MIDWAY ROAD
N. 88°33'30" W.
+30
Match Line
Install 18" Pipe - 200'
Install 2 End Sections
Dr. Exc. 40 C.Y.
Inst. 6" Perf. Pipe - 148'
Spec. Bkfill - 15 C.Y.
Dr. Exc. 17 C.Y.
+50
+80
150'
150'
690
Co
Sta. 670 to Sta. 690
Const. Cut Off Ditch Rt.
See Sh. 3 for details.
Sta. 690 to
Const. Cut
Bottom W
Dr. Exc. 1
1°C
TΔ 28
Ts 16
1310
12"
Fin. Grade 8' Lt.
+30
-0.12
+97.96

FINAL SURVEY

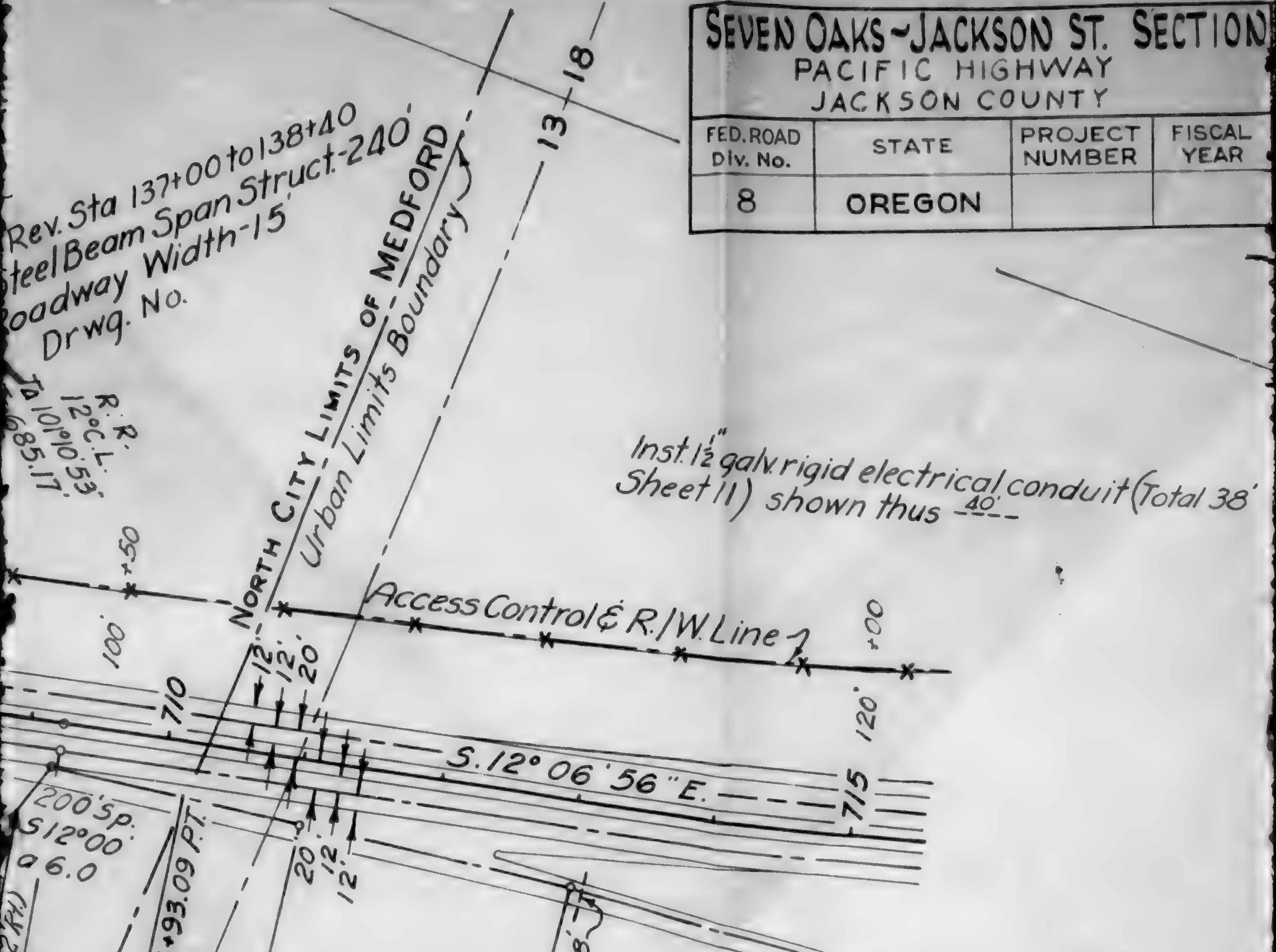
	BY	DATE
SURVEYED		
PLOTTED		
NOTE BOOK TEMPLATE		
AREAS		
NO. AREAS CHECKED		


T. 37 S., R. 2 W
Match Line
See insert Lt.
5
Loose Riprap - 310
Const. R.C.D.G. Struct. - 167.96
Rdwy width 20'
Drwg. No.
BEAR
+97.96
5
5 6
7
694+12.89
Const. Type
Const. Guard Rail - 87.5
+65.8
(By Others)
Install 2" Water Line - 300'
+59
695
700
Const. Guard Rail - 87.5' Lt.
87.5 Rt.
+70
CREEK
Acc
Const. Type 2 Fence
690 to Sta. 696+50
nst. Cut Off Ditch Rt. - 650'
ttom width 2' - Sl. 1½:1
r. Exc. 149 C.Y.
2" Water
ROAD
MIDWAY
1° C.R.
TΔ 28°18'20"
Ts 1645.06'
Install 15" Pipe - 92'
Install 2 End Sections
Dr. Exc. 17 C.Y.
(Drwgs No. 16,001 thru 16,004, 14,656 & 14,660)
Const. R.C.D.G. Structures 208' & 248'
Roadway width 30'
Inst. 6" Met. Perf. Pipe - 108'
Inst. 6" Met. Drain Pipe - 20'
+25
+00

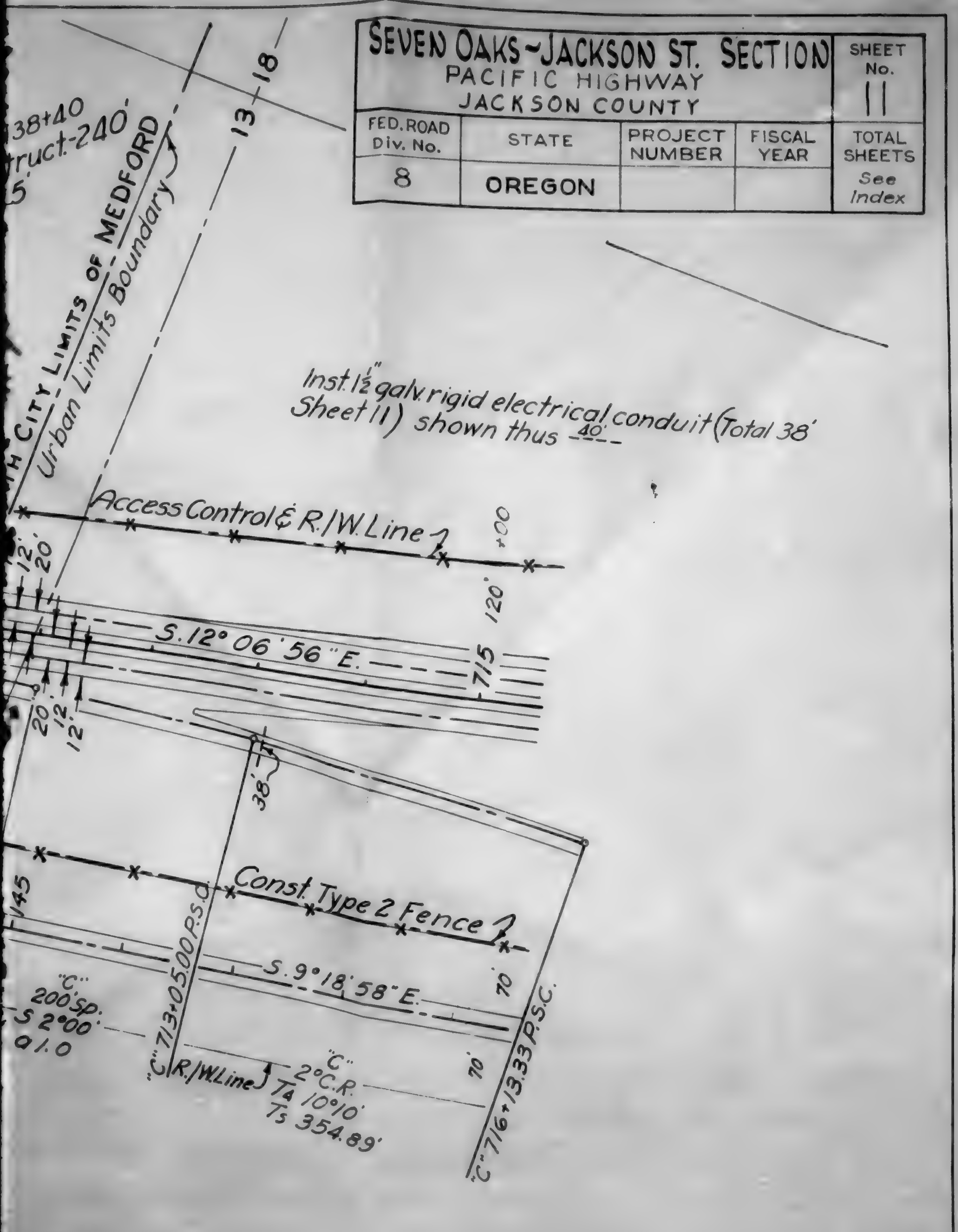

R. 2 W., W. M.
rap - 310 C.Y.
R/W Line
55'
65'
T.R. Rev. 133+49.91 P.S.
R/W Line
135
200' Sp. S 12°00 a 6.0
T.R. Rev. 135+49.91 P.S.C.
T.R. Rev. Sta
Const. Steel Be
Roadwa
Dr w
Const. Type 2 Fence
+50
150'
+00
Const. Metal Median Barrier
Sta. 705+40 to Sta 792+13
12°
To 101°10'53"
Ts 685.17
+65.8
Const. Guard Rail - 62.5' Lt.
62.5' Rt.
55
65'
100'
+00
705+15.45 P.O.S.
T.R. Rev. 138+08.96 P.O.C.
Begin Median Paving
705
Const. Guard Rail 475' Lt.
50' Rt.
+17.4
150'
+00
Access Control & R/W Line
+40
140
55'
70'
EK
T.R. Rev. 141+93.09 P.C.S.
200
S 12°
a 6.
70'
"LN" 704+06.32 P.C.S.
704+56.98 P.C.S.
"Ls" 705+07.64 P.C.S.
400' Sp.
S=2°00'
a=0.25
Inst. 6" Met. Perf. Pipe-108'
Inst. 6" Met. Drain Pipe-20'
Spec. Bkfill-11 C.Y.
Dr. Exc. 14 C.Y.
+25
707+00
Inst. 6" Perf. Pipe-96'
Spec. Bkfill-11 C.Y.
Dr. Exc. 12 C.Y.
"LN" 708+06.32 P.T.
708+56.98 P.T.
"C" 709+20.00 P.O.T.
"Z" 709+20.00 P.O.T. (32' Rt.)
"Ls" 709+07.64 P.T. Bk=
"L" 709+25.29 P.O.T. Ah. (20' Rt.)
T.R

SEVEN OAKS-JACKSON ST. SECTION
PACIFIC HIGHWAY
JACKSON COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON		



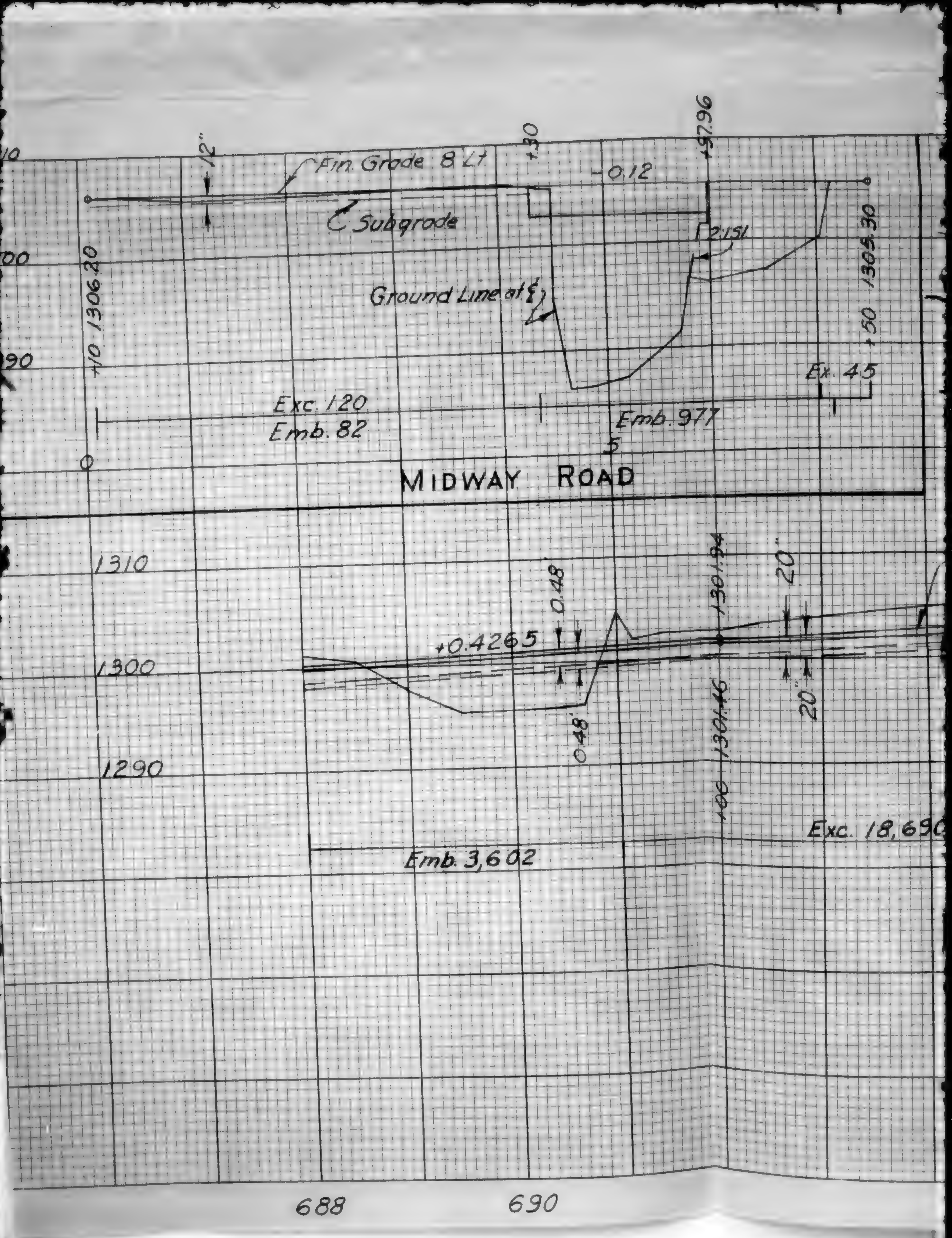
13
18
Rev. Sta 137+00 to 138+40
Steel Beam Span Struct.-240'
Roadway Width-15'
Drwg. No.
R.R.
12°C.L.
TΔ 101°10'53"
685.17
NORTH CITY LIMITS OF MEDFORD
Urban Limits Boundary
Inst. 1½" galv. rigid electrical conduit (Total 38' Sheet 11) shown thus -40'-
+50
100'
Access Control & R./W. Line
+00
120'
12'
12'
20'
710
S. 12° 06' 56" E.
715
200' Sp.
S 12°00'
a 6.0
20'
12'
12'
38'
TR. Rev. 143+93.09 P.T.
"C" 711+05.00 P.S.
145
"C" 713+05.00 P.S.C.
Const. Type 2 Fence
S. 9° 18' 58" E.
70'
70'
"C"
200' Sp.
S 2°00'
a 1.0
R./W. Line
"C"
2° C.R.
TΔ 10°10'
Ts 354.89'
"C" 716+13.33 P.S.C.
(32' Rt.)
109+25.29 P.O.T. Ah. (20' Rt.)
T.R. Rev. 143+80
Inst. 24" Pipe-132'
Dr. Exc. 20 C.Y.


38+40
truct.-240'
5
H CITY LIMITS OF MEDFORD
Urban Limits Boundary
13
18
Access Control & R./W. Line
+00
120'
12'
20'
S. 12° 06' 56" E.
715
20'
12'
12'
38'
Const. Type 2 Fence
V45
"C" 713+05.00 P.S.C.
S. 9° 18' 58" E.
70'
70'
"C" 716+13.33 P.S.C.
"C"
200' sp.
S 2°00'
a 1.0
R./W. Line
"C"
2° C.R.
T4 10°10'
Ts 354.89'

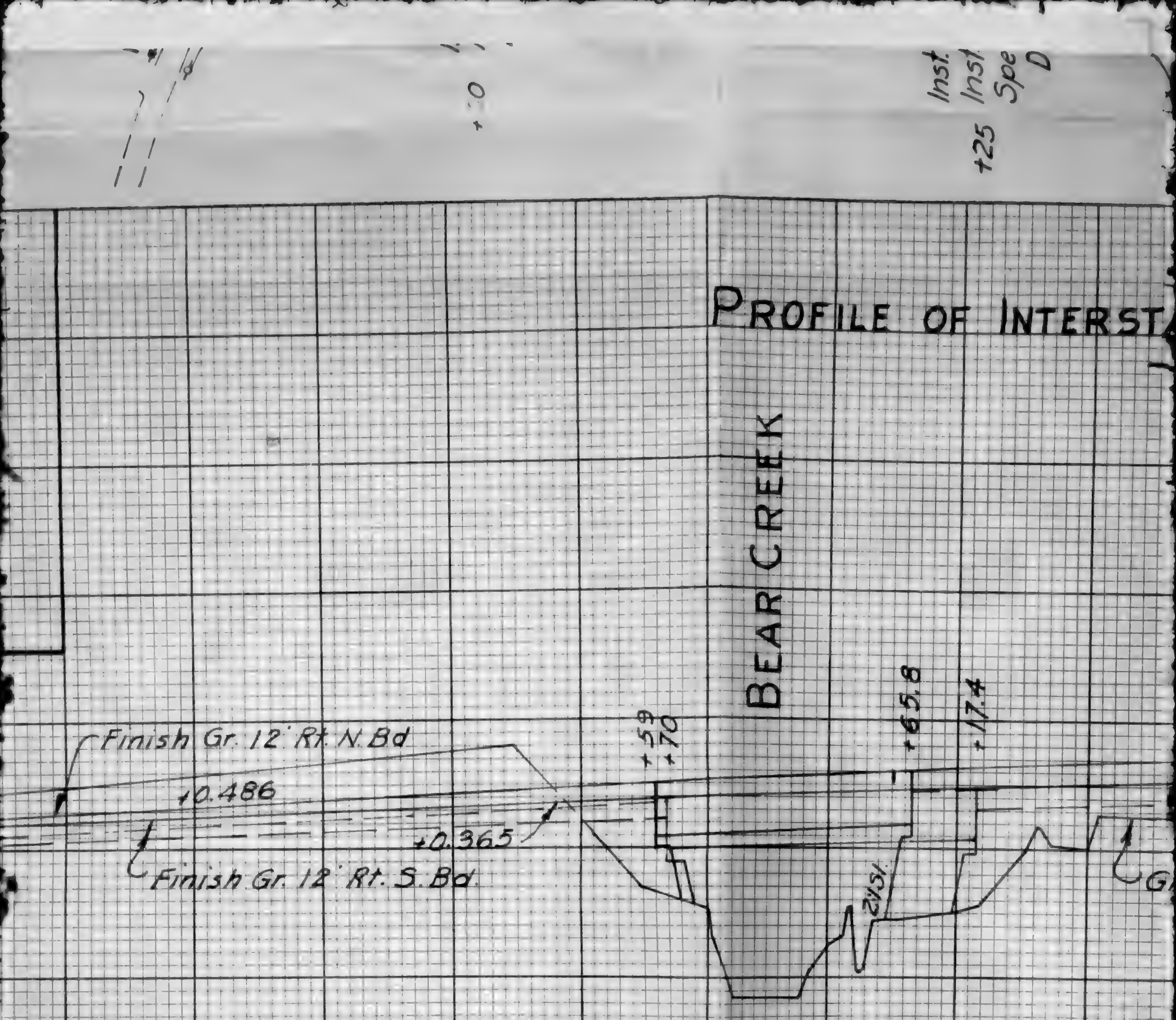
SEVEN OAKS - JACKSON ST. SECTION
PACIFIC HIGHWAY
JACKSON COUNTY

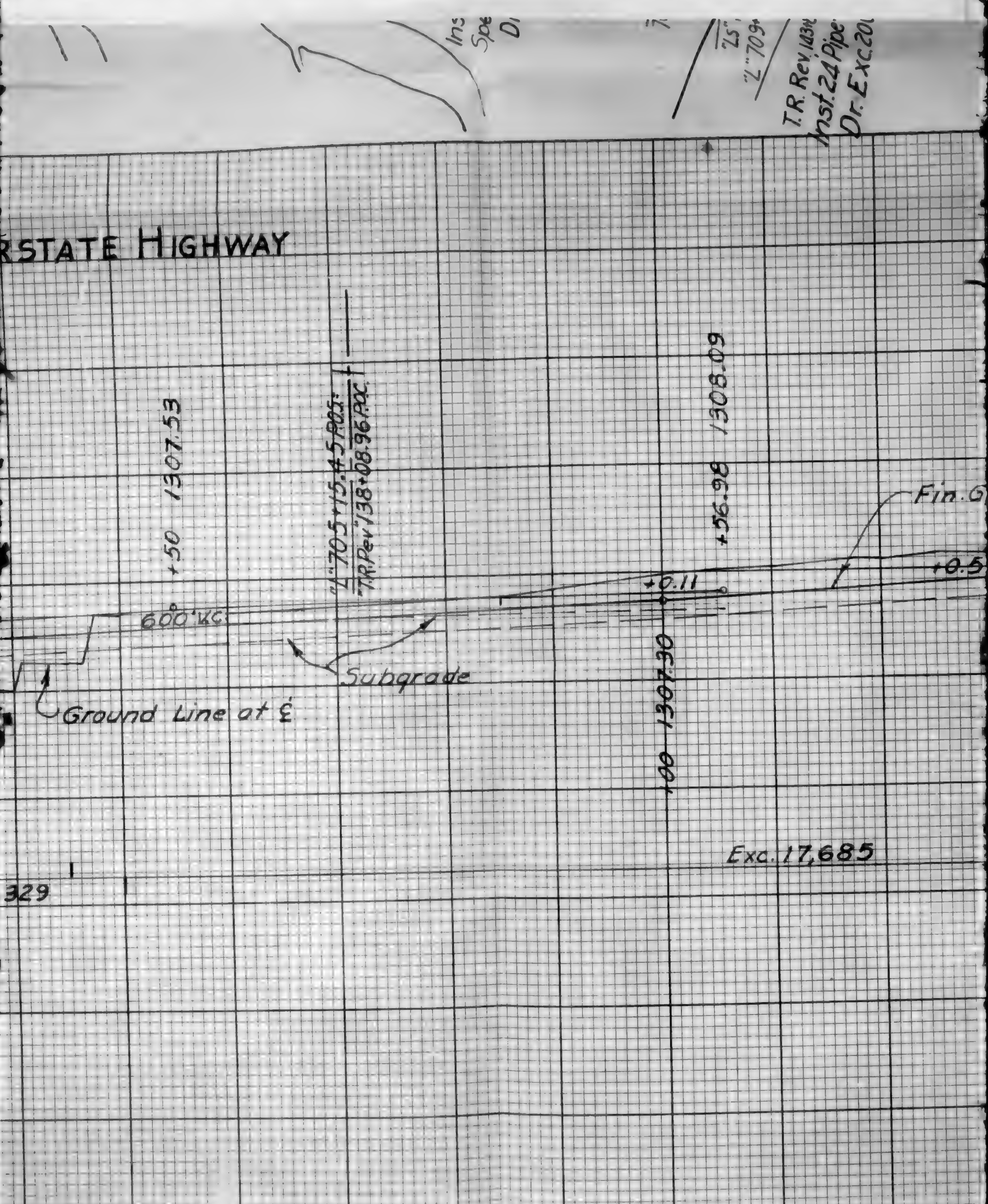
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. 11 / TOTAL SHEETS
8	OREGON			See Index

Inst. 1½" galv. rigid electrical conduit (Total 38' Sheet 11) shown thus 40'


10
00
90
12"
Fin. Grade 8 Lt.
+30
-0.12
+97.96
C Subgrade
2:1 Sl.
Ground Line at ℄
+10 1306.20
+50 1305.30
Ex. 45
Exc. 120
Emb. 82
Emb. 977
5
MIDWAY ROAD
1310
1300
1290
0.48'
+0.4265
1301.94
20"
0.48'
1301.46
20"
+00
Exc. 18,690
Emb. 3,602
688
690

PROFILE OF INTERST


Inst.
Inst
Spe
D
+25
+0
BEAR CREEK
Finish Gr. 12' Rt. N. Bd
+0.486
+0.365
Finish Gr. 12' Rt. S. Bd
+59
+70
+65.8
+17.4
2½:1
G
8,690
Emb. 1,458
Emb. 3,329
695
700


Ins
Spe
Di
"L5"
"L"709+
T.R. Rev. 103+
Inst. 24 Pipe
Dr. Exc. 20
RSTATE HIGHWAY
+50 1307.53
"L"705+15.45 P.O.S.
"T.R. Rev."138+08.96 P.O.C.
+56.98 1308.09
Fin. G
+0.5
+0.11
600' V.C.
Subgrade
Ground Line at ℄
+00 1307.30
Exc. 17,685
329
705
710

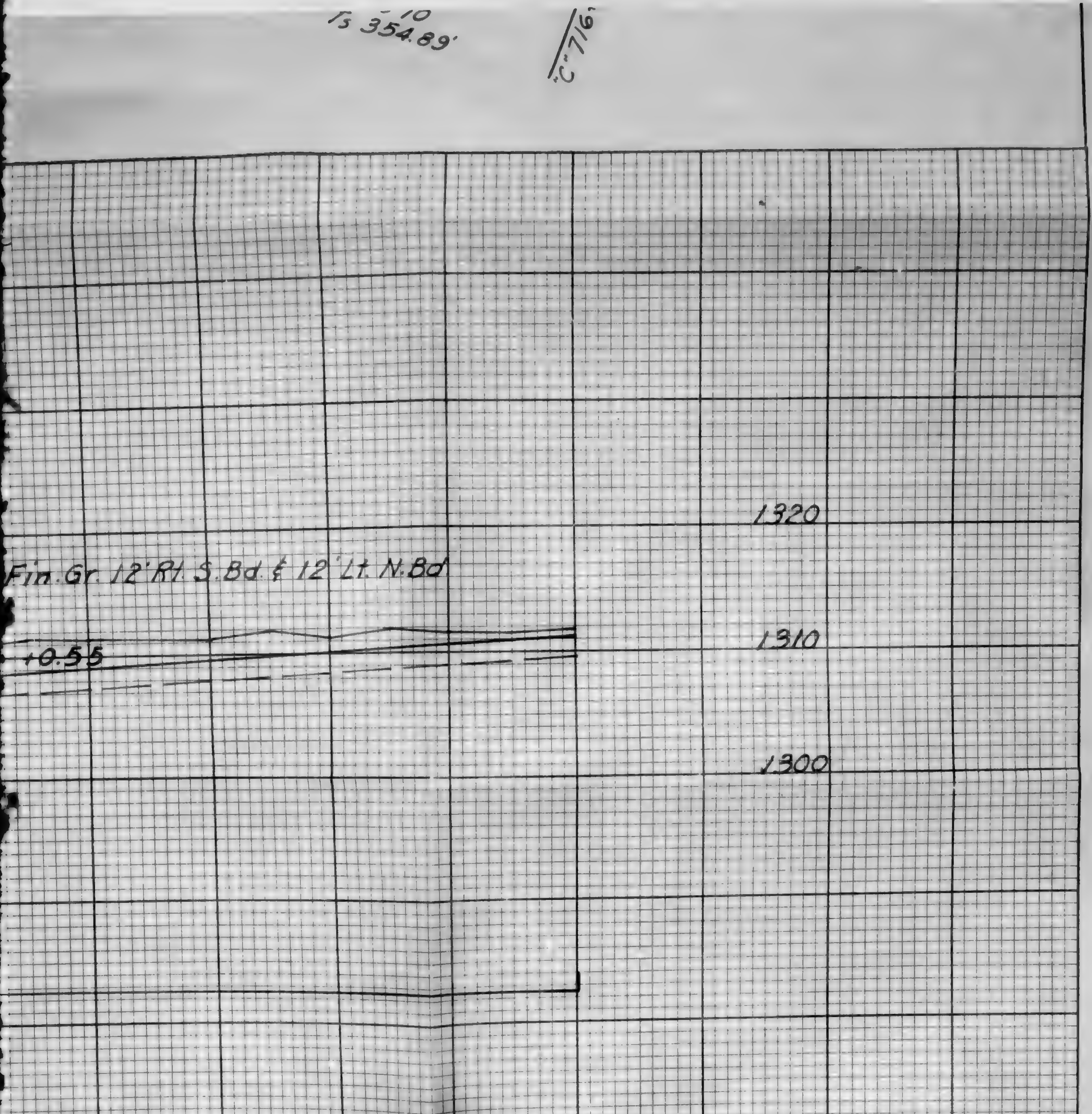
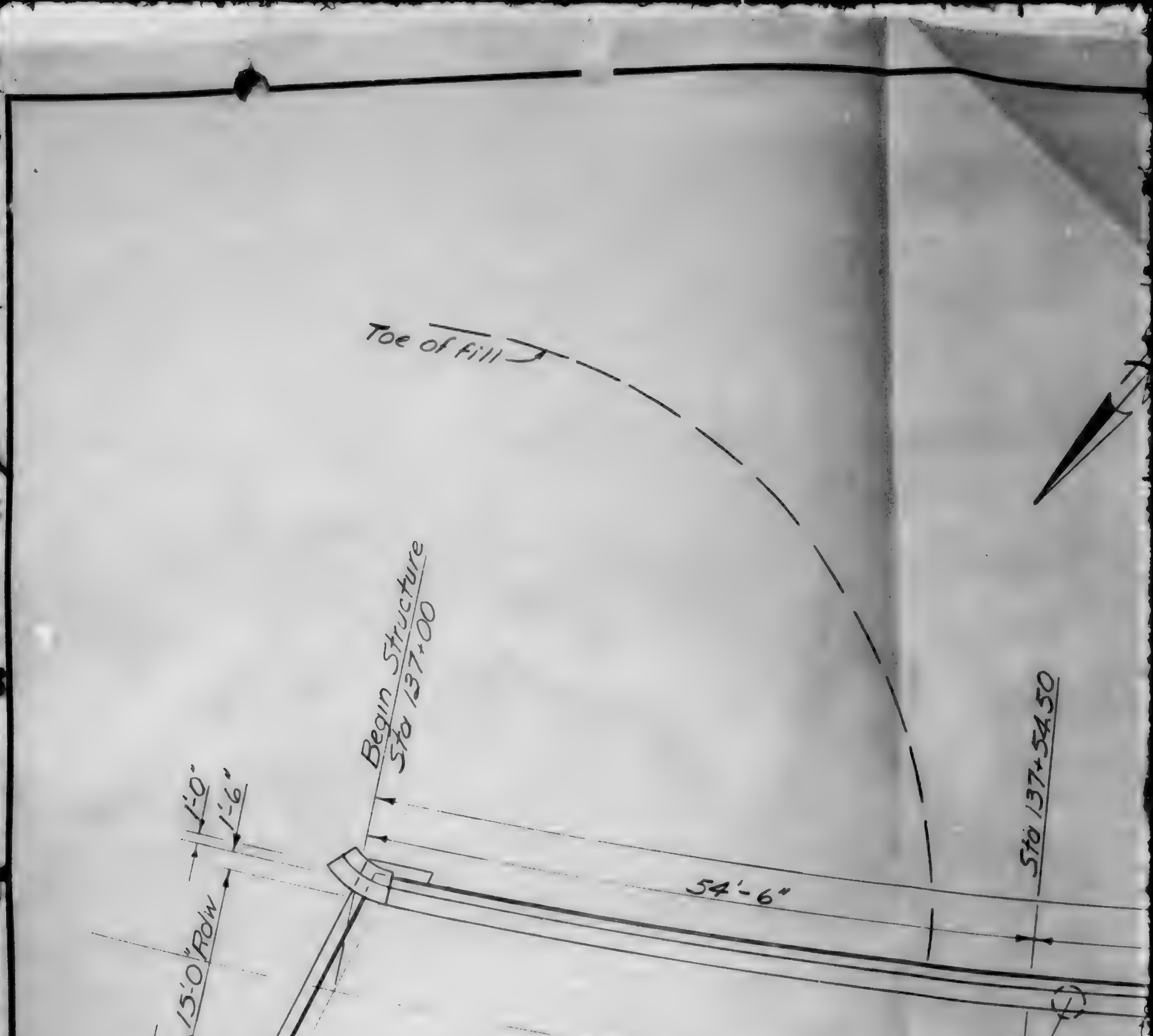
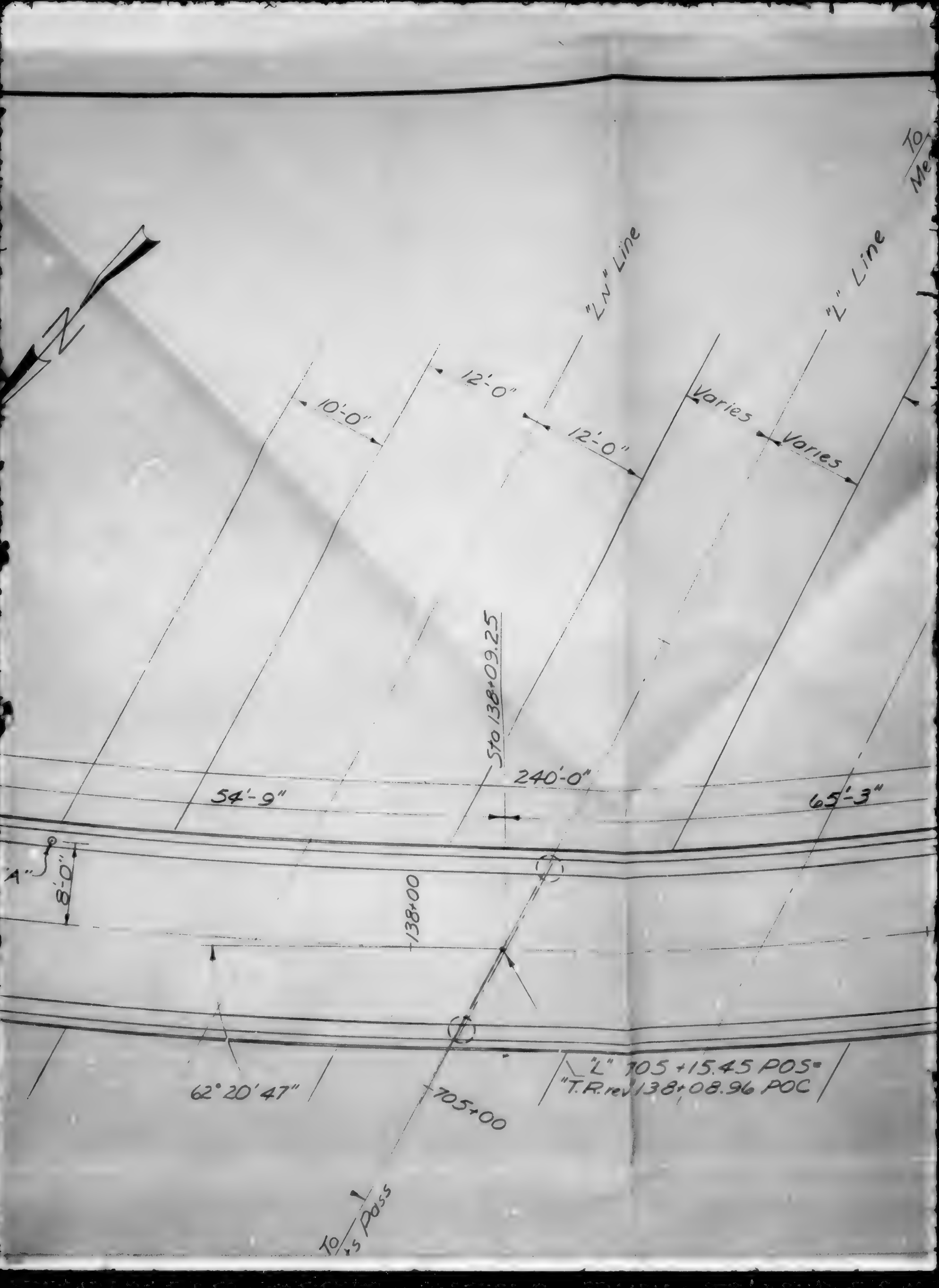
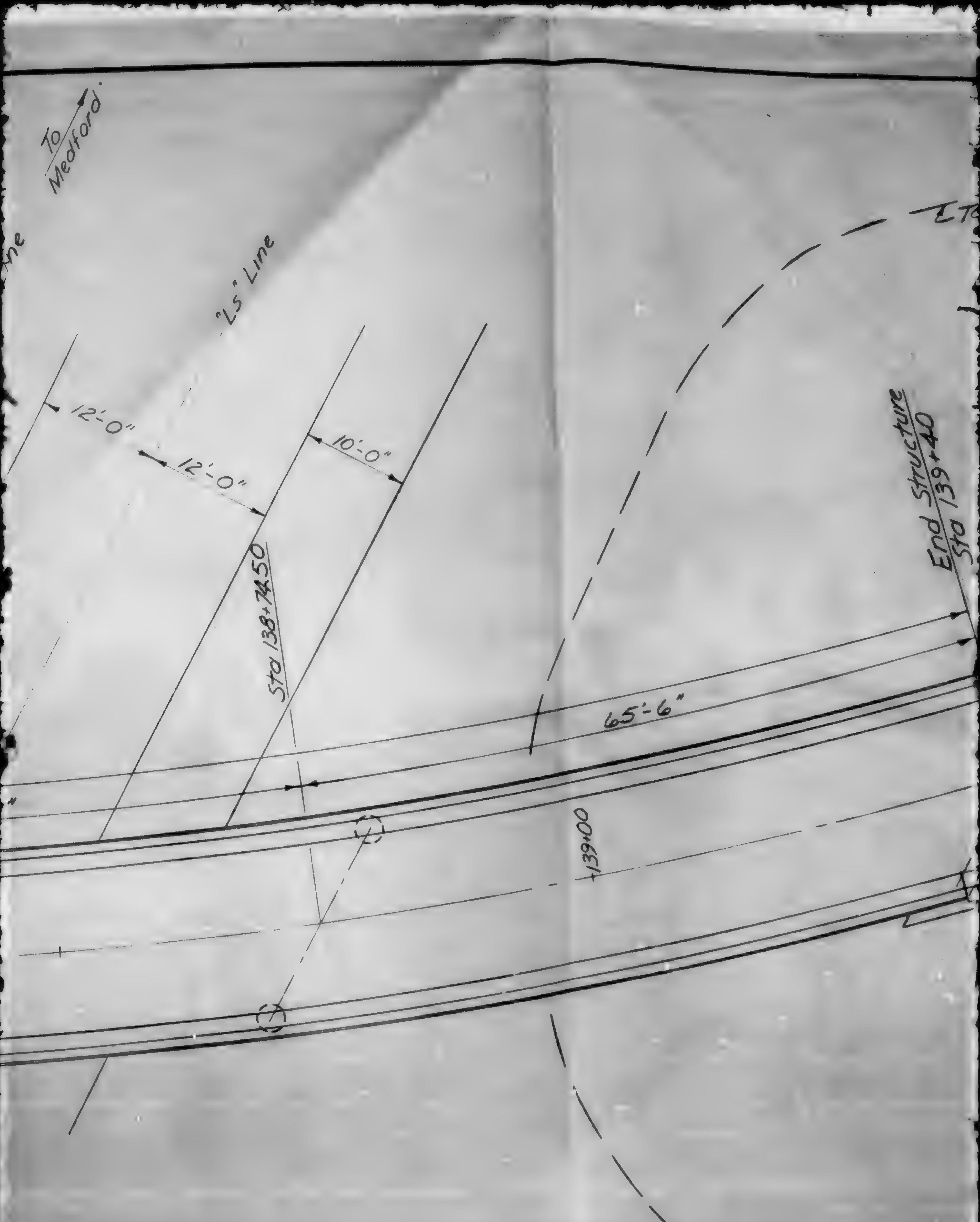

10
Ts 354.89'
"C" 7/16"
Fin. Gr. 12' Rt. S. Bd. & 12' Lt. N. Bd.
+0.55
1320
1310
1300

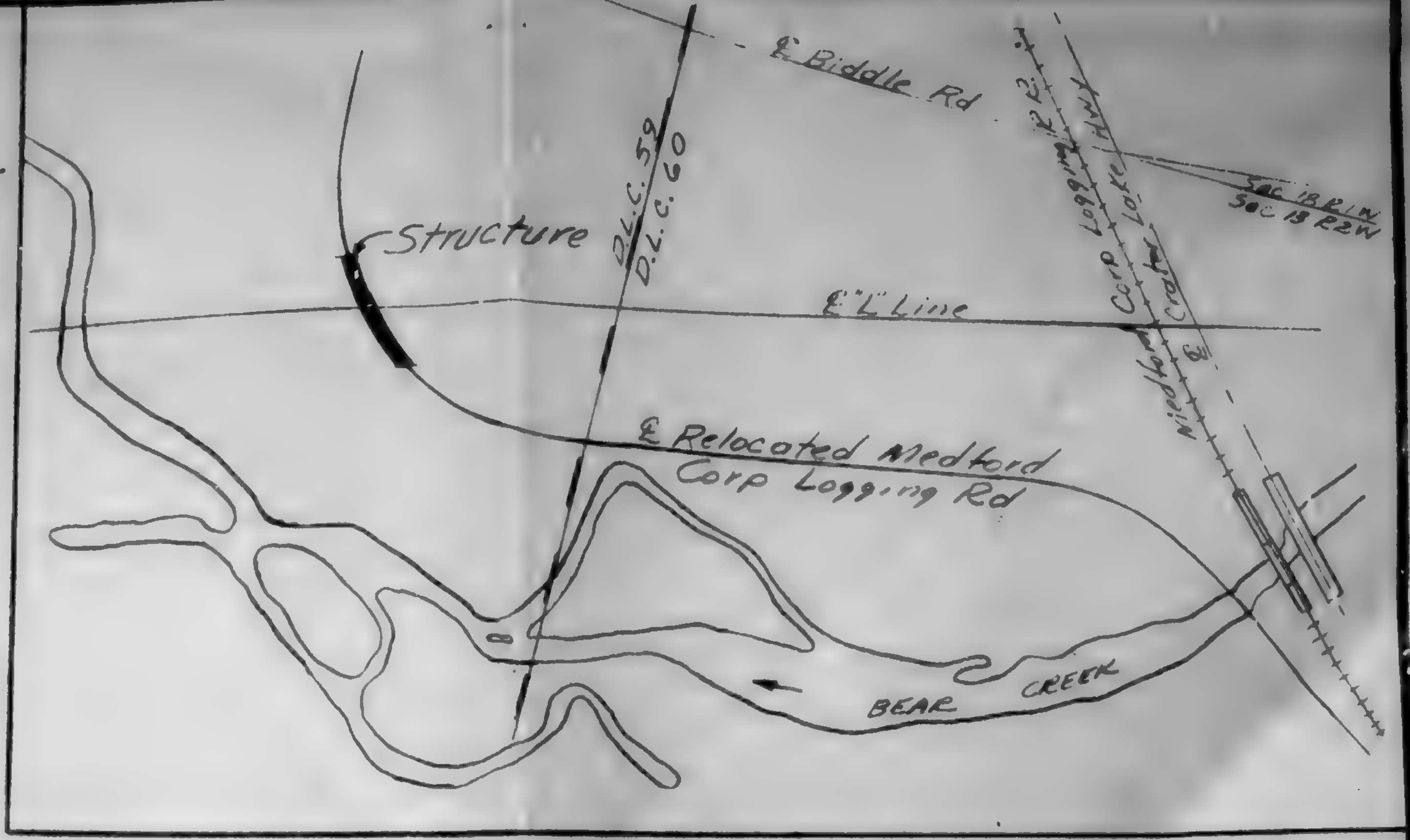
Exhibit "F"


Toe of fill
Begin Structure
Sta 137+00
Sta 137+54.50
54'-6"
1'-0"
1'-6"
15'-0" Rdw
1'-0"
1'-6"
Pt. "A"

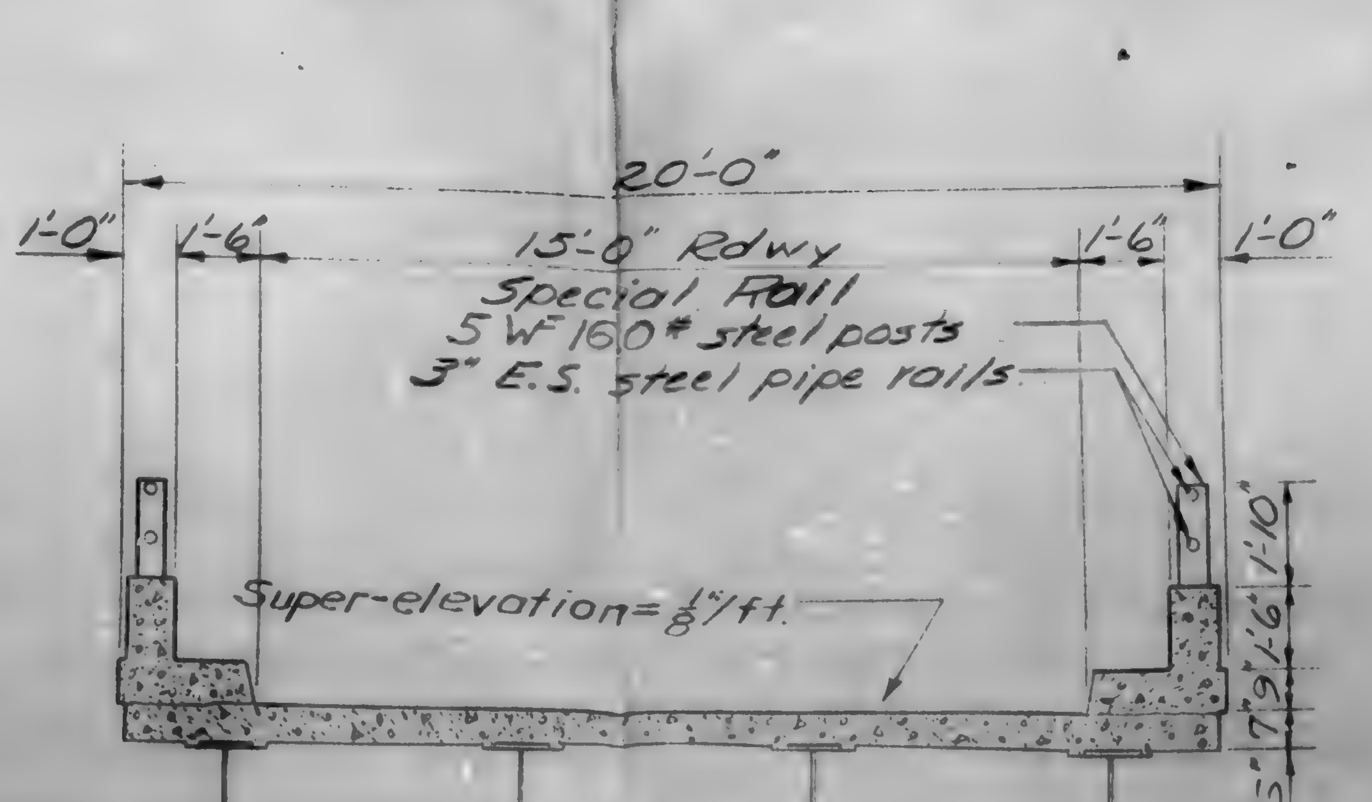
N
To Me
"LN" Line
"L" Line
10'-0"
12'-0"
12'-0"
Varies
Varies
Sta 138+09.25
240'-0"
54'-9"
65'-3"
"A"
8'-0"
138+00
62°20'47"
"L" 705+15.45 POS=
"T.R. rev" 138+08.96 POC
705+00
To Poss

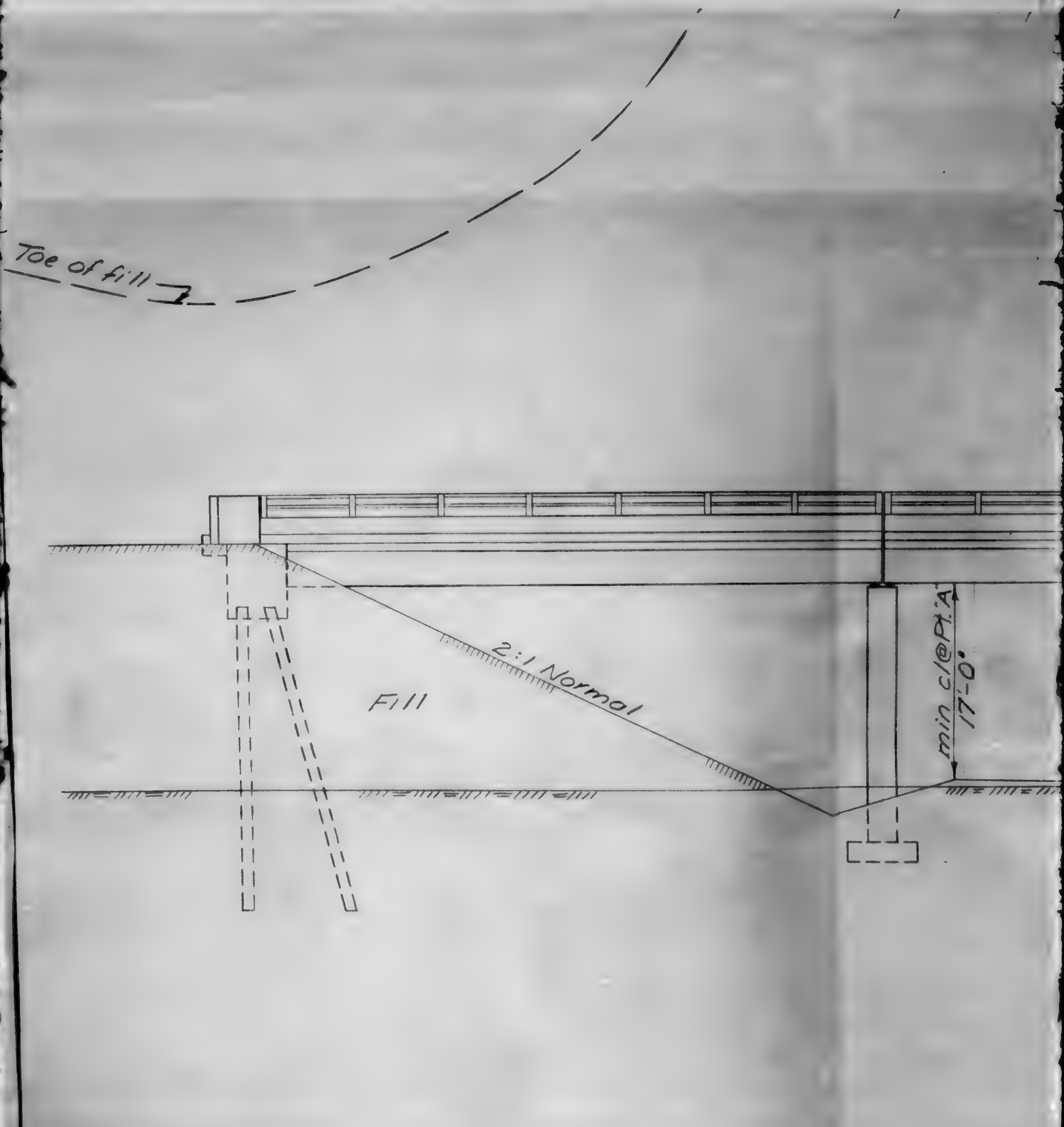

To Medford
ne
"LS" Line
12'-0"
12'-0"
10'-0"
Sta 138+74.50
℄ To
End Structure
Sta 139+40
65'-6"
139+00

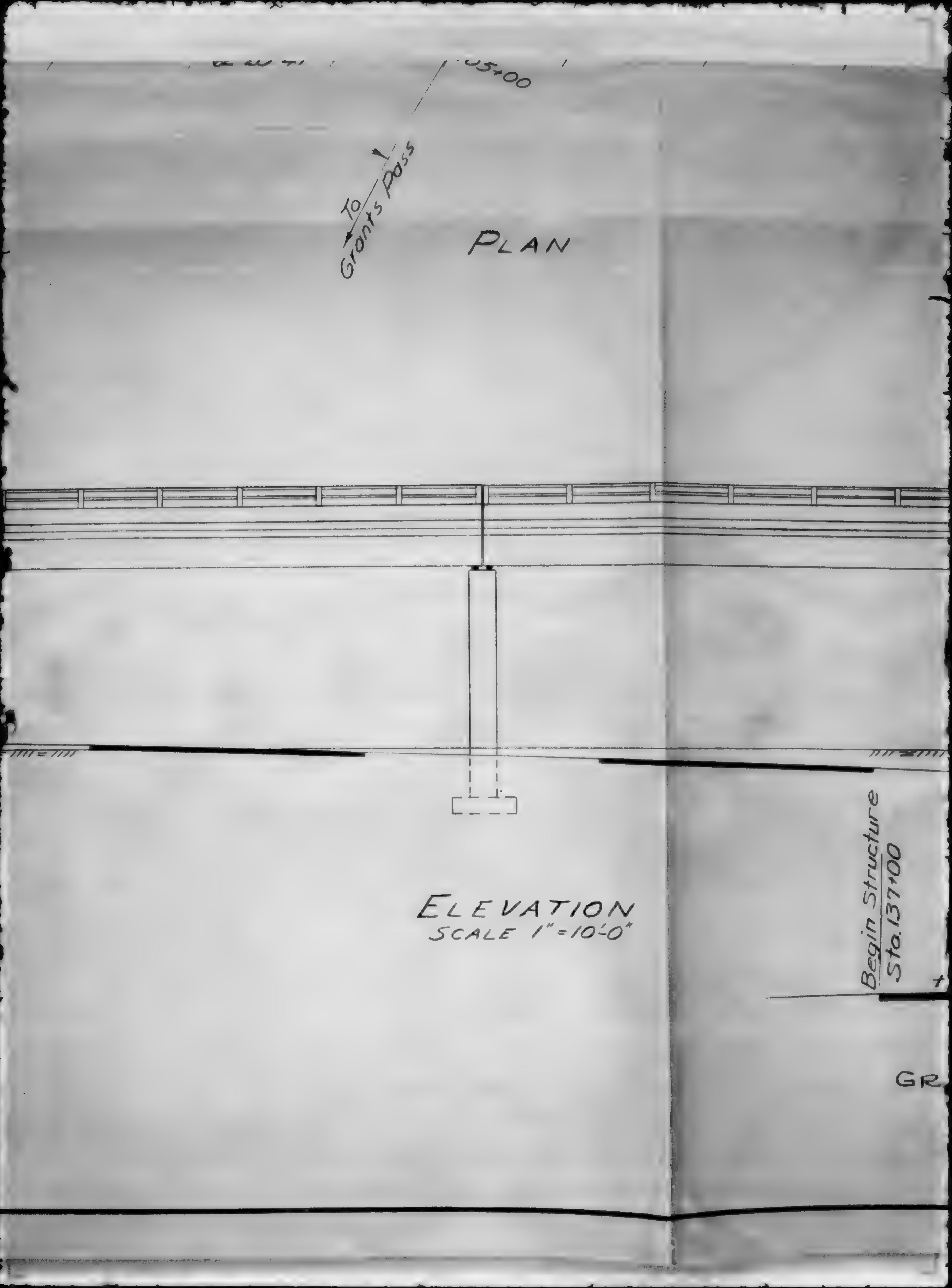
℄ Toe of fill
End Struc
Sta 139+40

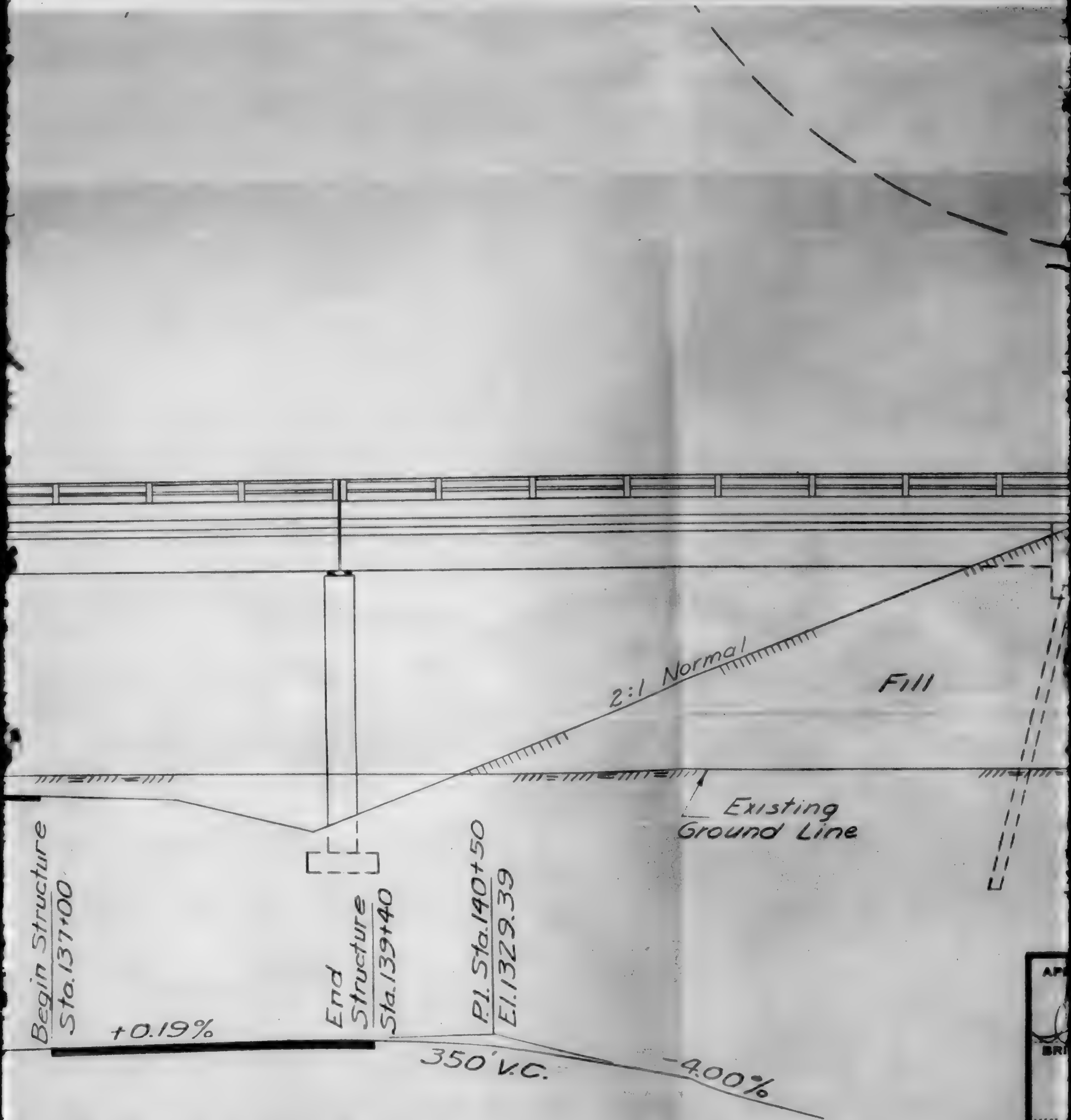

℄ Biddle Rd
D.L.C. 59
D.L.C. 60
Structure
℄ "L" Line
℄ Relocated Medford Corp Logging Rd
BEAR CREEK
Medford Corp Logging Rd
℄ Crater Lake Hwy
Sec 18 R 1 W
Sec 13 R 2 W

VICINITY MAP


20'-0"
1'-0"
1'-6"
15'-0" Rdwy
1'-6"
1'-0"
Special Rail
5 WF 16.0# steel posts
3" E.S. steel pipe rails
Super-elevation = 1/8"/ft.
1'-10"
1'-6"
7"
9"
2'-5"

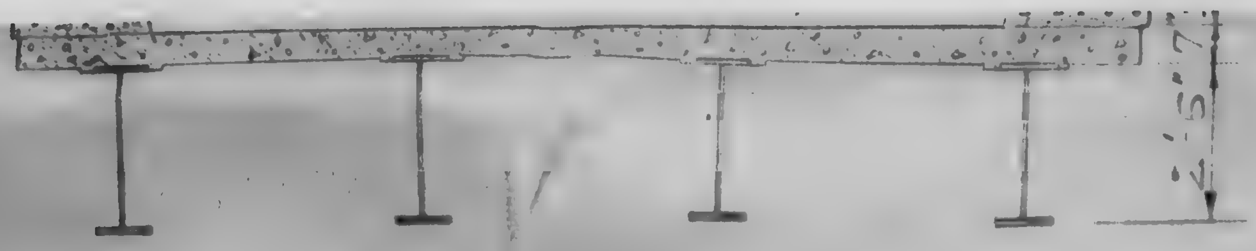

Toe of fill
2:1 Normal
Fill
min cl @ Pt.'A'
17'-0"


05+00
To Grants Pass
PLAN
ELEVATION
SCALE 1"=10'-0"
Begin Structure
Sta. 137+00
GR


2:1 Normal
Fill
Existing Ground Line
Begin Structure Sta.137+00
End Structure Sta.139+40
P.I. Sta.140+50 El.1329.39
+0.19%
350' V.C.
-4.00%

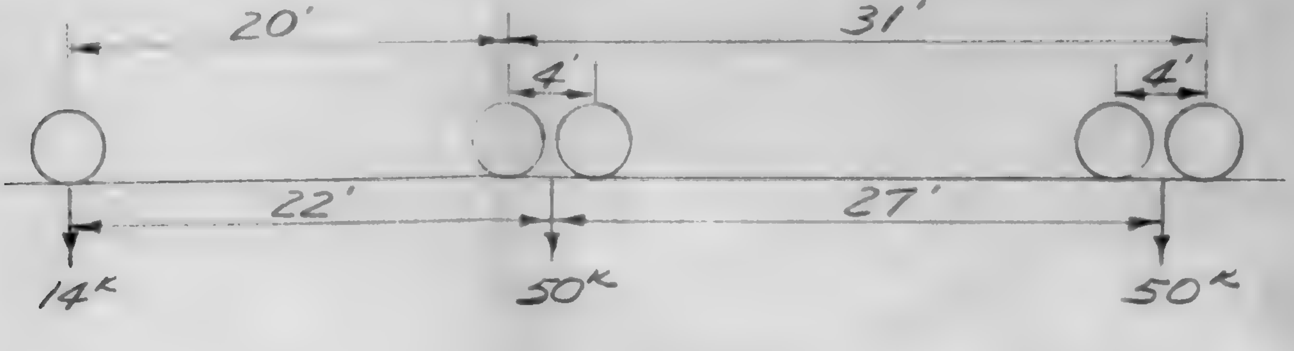
GRADE LINE DIAGRAM
No Scale

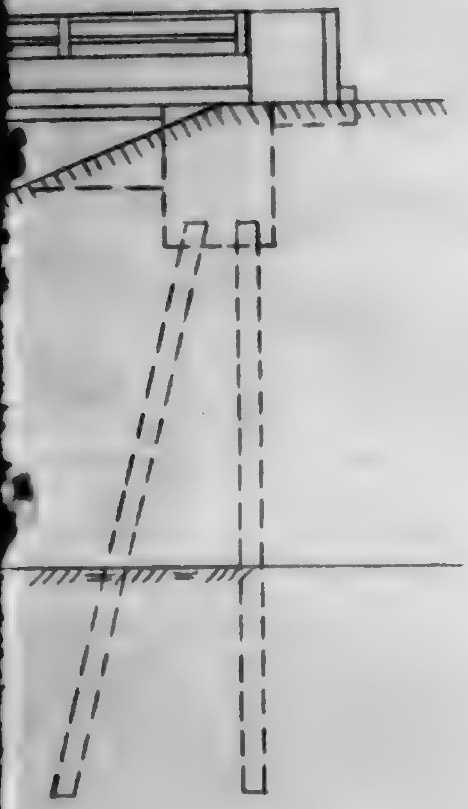
Revised 9-14-60



TYPICAL SECTION
SCALE ¼"=1'-0"

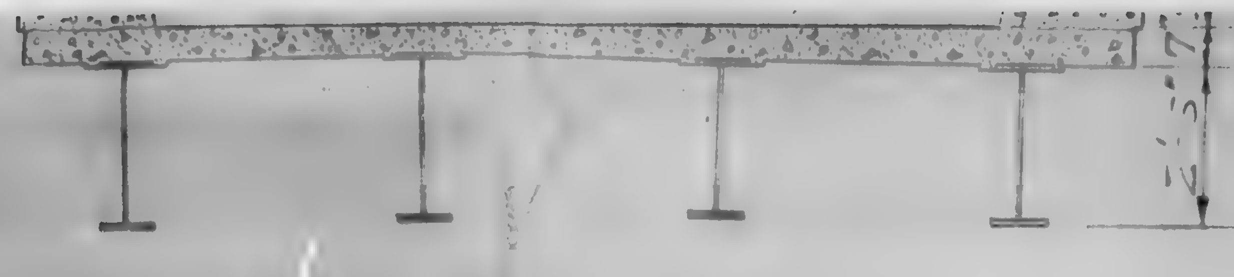
NOTE:
Structure designed for 114ᴷ logging truck as show

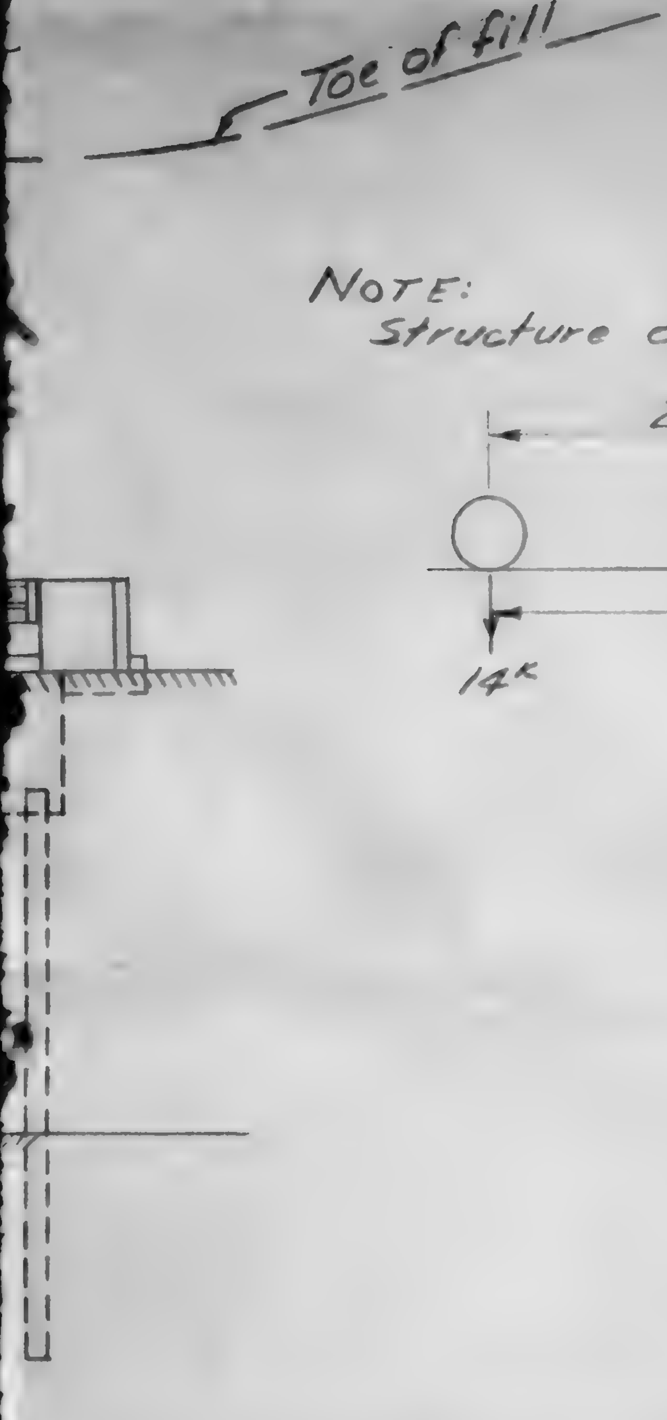




APPROVED: Ivan V. Merchant BRIDGE ENGINEER	**OREGON STATE HIGHWAY DEPARTMENT** **BRIDGE DIVISION**
ASS'T. STATE HIGHWAY ENGINEER	PACIFIC HIGHWAY UNDERCROSSING OF MEDFORD CORP. LOGGING ROAD TABLE ROCK RD.—12 TH. ST. SECTION PACIFIC HIGHWAY JACKSON COUNTY
STATE HIGHWAY ENGINEER	PLAN & ELEVATION
DESIGNED .... CHECKED	DATE AUG 18, 1960 BRIDGE NO. 8863 — SHEET ...... OF ......
DRAWN J.M.T. CALC. BOOK	ACCOMPANIED BY DWGS. .... — DRAWING NO. 8863-A

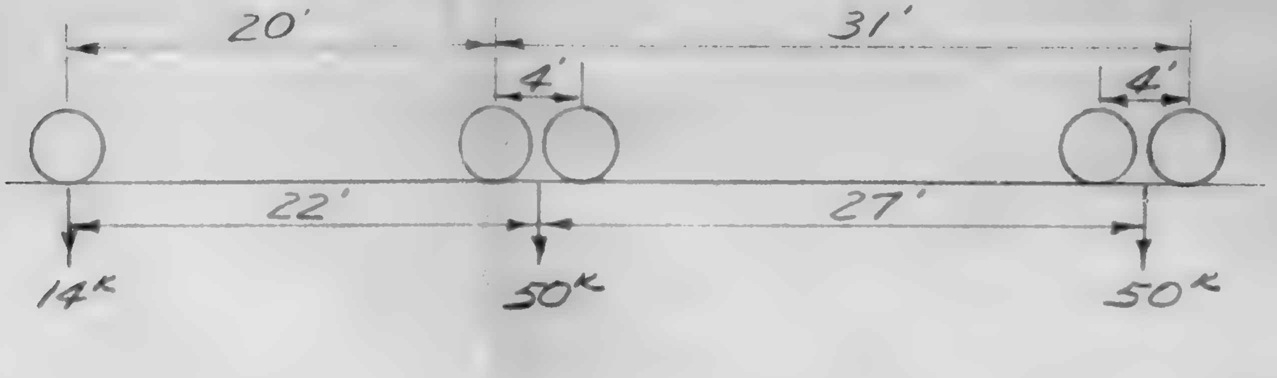
"G"





TYPICAL SECTION
SCALE 1/4" = 1'-0"

NOTE:
Structure designed for 114^k logging truck as shown



ROVED:

ow V. Merchant
DGE ENGINEER

T. STATE HIGHWAY ENGINEER

TE HIGHWAY ENGINEER

IGNED
WN J.M.T.
CHECKED
CALC. BOOK

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

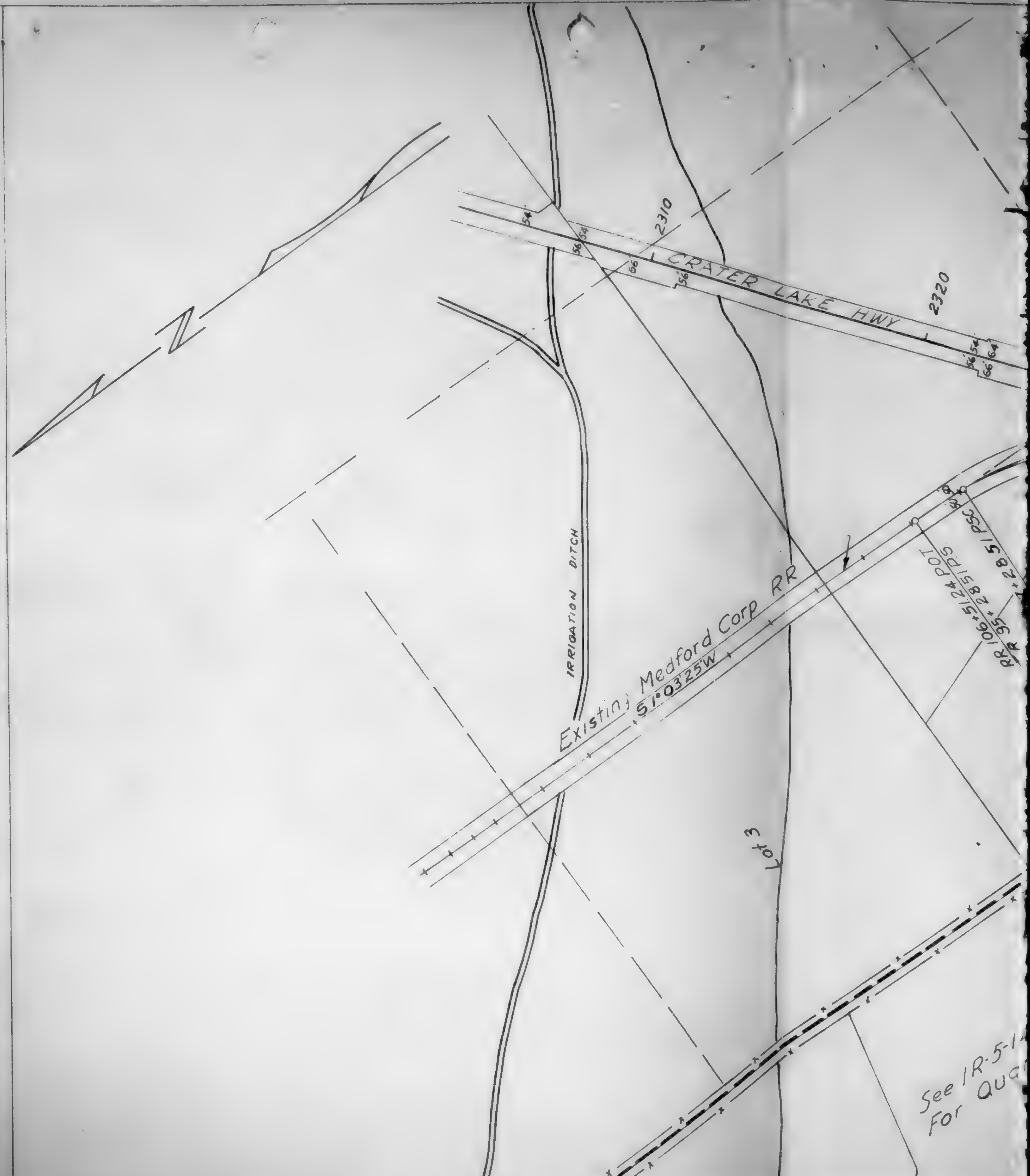
PACIFIC HIGHWAY UNDERCROSSING
OF MEDFORD CORP. LOGGING ROAD
TABLE ROCK RD.—12 TH. ST. SECTION
PACIFIC HIGHWAY
JACKSON COUNTY

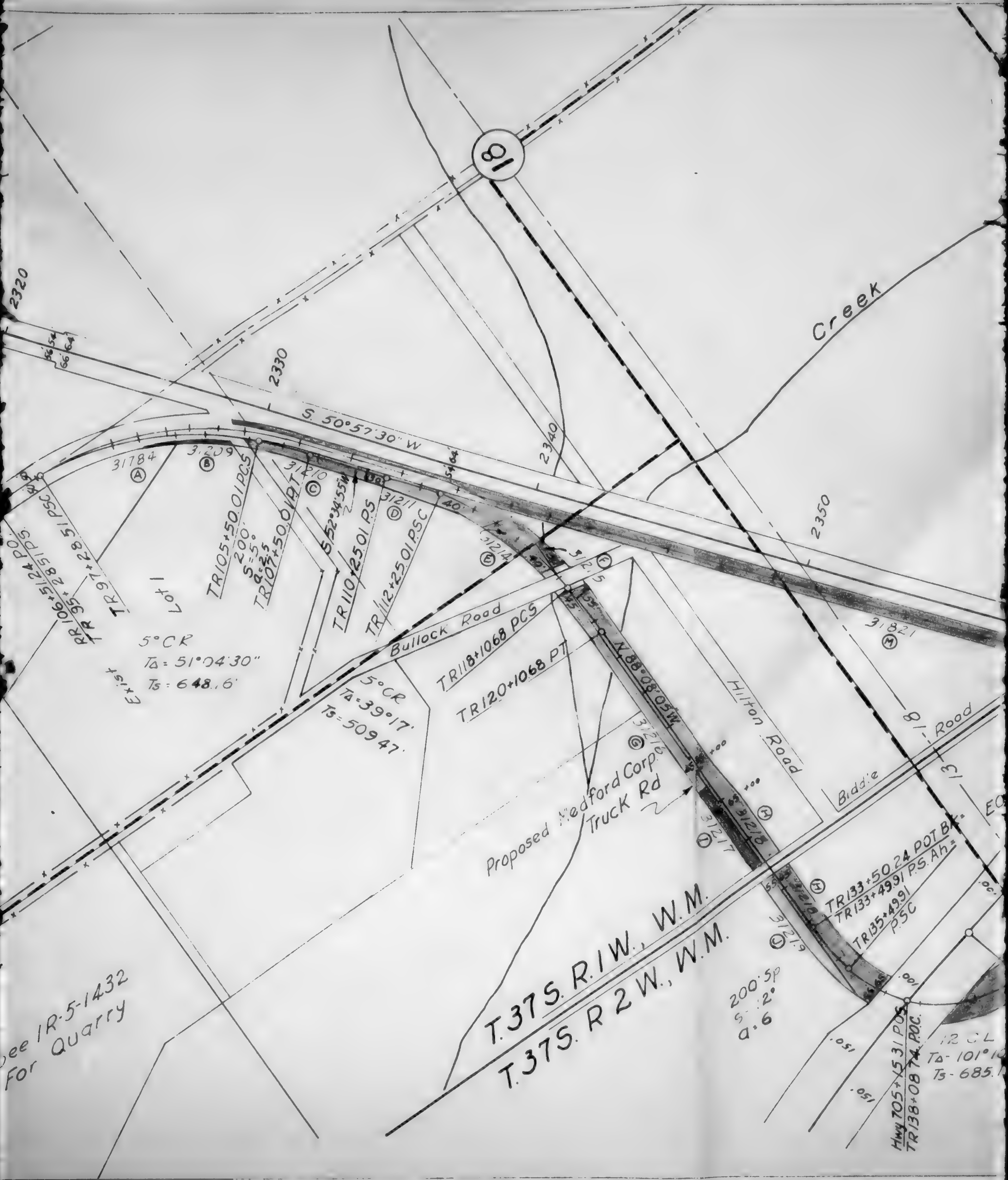
PLAN & ELEVATION

DATE AUG 18, 1960 BRIDGE NO. 8863
ACCOMPANIED BY DWGS.

SHEET .... OF ....
DRAWING NO. 8863-A

h.b. "6"


54
56
54
56
66
56
2310
CRATER LAKE HWY
2320
56
54
66
64
IRRIGATION DITCH
Existing Medford Corp RR
51°03'25"W
RR 106+51.24 POT
R 95+28.51 PS
+28.51 PSC
Lot 3
See 1R-5-1
For Qua


2320
2330
2340
2350
18
Creek
S. 50°57'30" W
31784
Ⓐ
3,1209
Ⓑ
31210
Ⓒ
31211
Ⓓ
31214
Ⓔ
3,12,15
Ⓕ
31213
Ⓖ
31218
Ⓗ
31217
Ⓘ
31219
31821
Ⓜ
RR 106+51.24 P.O.
TR 95+28.51 P.S.
TR 97+28.51 P.S.C
TR 105+50.01 P.C.S
200'
S=5°
a=2.5
TR 107+50.01 P.T
S 52°34'55" W
TR 110+25.01 P.S
TR 112+25.01 P.S.C
40'
Lot 1
5°CR
TΔ = 51°04'30"
Ts = 648.6'
Exist
5°CR
TΔ = 39°17'
Ts = 509.47'
Bullock Road
TR 118+10.68 P.C.S
TR 120+10.68 P.T
N 88°08'05" W
Hilton Road
Proposed Medford Corp. Truck Rd
Biddle Road
13 — 18
EC
TR 133+50.24 POT Bk.
TR 133+49.91 P.S. Ah.
TR 135+49.91 P.S.C
200' Sp
S=2°
a=6
12 CL
TΔ = 101°10
Ts = 685.1
Hwy 705+15.31 P.O.S.
TR 138+08.74 P.O.C.
150'
150'
100'
100'
T.37S. R.1W., W.M.
T.37S. R.2W., W.M.
See 1R-5-1432 For Quarry

EXHIBIT

OREGON STATE HIGHWA

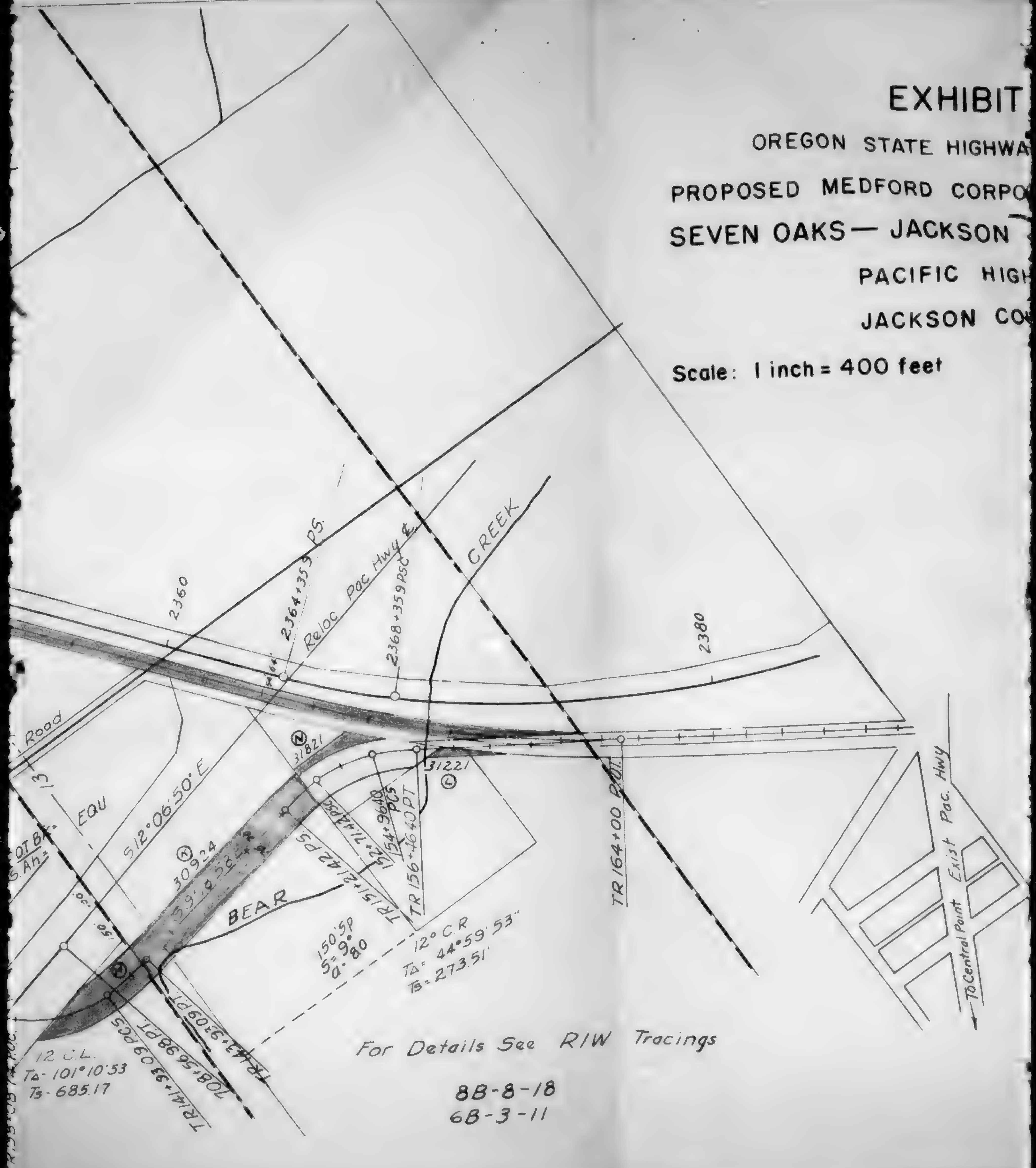
PROPOSED MEDFORD CORPO

SEVEN OAKS— JACKSON

PACIFIC HIGH

JACKSON CO

Scale: 1 inch = 400 feet


2360
2364+35.9 P.S.
Reloc Pac Hwy ℄
2368+35.9 PSC
CREEK
2380
Road
13
EQU
OT BK.
S. Ah=
S12°06'50"E
150'
100'
309.24
31821
31221
BEAR
TR151+21.42 P.S.
152+71.42 PSC
154+96.40 PCS
TR 156+46.40 PT
TR 164+00 P.O.T.
150' SP
S= 9°
a= 8.0
12° C.R
TΔ= 44°59'53"
Ts= 273.51'
12 C.L.
TΔ- 101°10'53
Ts- 685.17
TR141+93.09 PCS
108+56.98 PT
TR143+93.09 PT
Exist Pac. Hwy
To Central Point

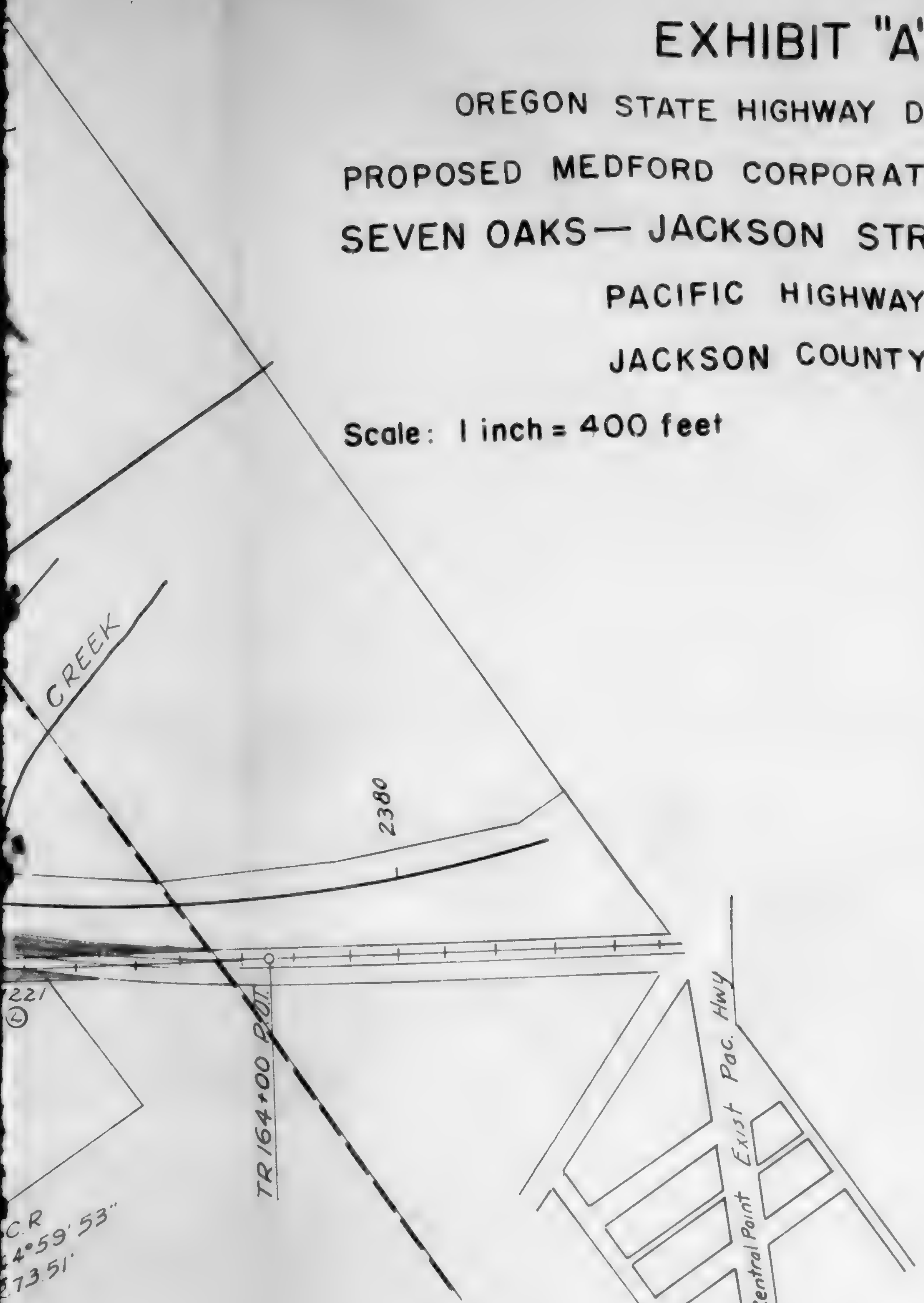
For Details See R/W Tracings

8B-8-18
6B-3-11

EXHIBIT "A"

OREGON STATE HIGHWAY DEPARTMENT
PROPOSED MEDFORD CORPORATION LINE CHANGE
SEVEN OAKS — JACKSON STREET SECTION
PACIFIC HIGHWAY
JACKSON COUNTY

Scale: 1 inch = 400 feet OCT, 1960


CREEK
2380
7221
TR 164+00 P.O.T.
C.R
4°59'53"
273.51'
Exist Pac. Hwy
To Central Point

tails See R/W Tracings

8B-8-18
6B-3-11

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I-5-1(23) 24
5/31

October 10, 1960

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Seven Oaks-Jackson Street Section

Dear Mr. Polk:

In the construction of the Crater Lake Highway interchange with the Interstate Highway, we are interfering with the logging railroad of the Medford Corporation. In our contract we propose to relocate this facility and convert it from a railroad operation to a private truck road operation. It is considerably cheaper to build the truck road on the revised alignment than it would have been to rebuild a railroad on this alignment.

I am attaching two copies of the estimates for the truck road and the railroad. You will note that our estimate of cost for the truck road operation is $397,200 and for the rebuilding of a railroad on the revised location, $552,200.

I am also attaching a copy of the petition which the Oregon State Highway Department has presented to the Public Utility Commissioner for a permit to change the railroad to the truck road on the new location. This petition has been thoroughly discussed with the Medford Corporation and they have assured us that they will enter no opposition to it, that it meets with their approval and that an agreement between the State and the Medford Corporation will be executed covering the matter as set forth in our application to the Public Utility Commissioner.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

attach.
GSP:ms
cc: Mr. W. C. Williams
Mr. Tom Edwards (with original estimates)

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

Crater lake Intch

R-R revision estimate

10-10-66-TEEL

ITEM →	UNIT	QUANT	ALLOW	TOTAL Q	PRICE	COST	TOTAL
~~Gen Exc~~	Cy						
Drain Exc	Cy	1682	10%	750	2.50	1875	
Emb inplace	Cy	161,424	10%	177,566	0.46	81,680	
Type 2 fence	Rod.	497	10%	547	5.50	3001	
12" conc.	Lin ft	52	10%	57	2.50	143	
18"	"	260	10%	286	4.50	1287	
24"	"	144	10%	158	6.00	948	
36"	"	44	10%	48	10.00	480	
End basin	Each.	1	—	—	160.00	150	
Const RR	Lin ft.	7850	10%	8635	17.50	151,113	
Bullock Rd xing	Lump.	1	—	—		1200	
Turnouts	Each	2	—	—	1800	3600	
						245,477	
				+ E&C	12½%		276,200
Biddle Rd Str							49,000
Main Line Str							141,000
Ch Ch Str.							75,000
R/W costs							20,000
				Grand Total →			$552,200

Form E-66-286

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

Crater Lake Int'ch 10-10-60-TEE

Truck road over (replace RR)

ITEM →	UNIT	QUAN	ALLOW	TOTALS	PRICE	COST	TOTAL
~~Gen Exc~~	~~Cy~~	~~14,683~~	~~10%~~				
Drain Ex	Cy.	482	10%	530	2.50	1325	
Emb in place	Cy	112,719	10%	123,991	0.46	57,036	
Type 2 fence	Rod	497	10%	547	5.50	3009	
Guard Rail	Lin ft.	300	10%	330	2.50	825	
12" ccmp	Lin ft	52	10%	57	2.50	143	
18"	"	180	10%	198	4.50	891	
24"	"	144	10%	158	6.00	948	
36"	"	44	10%	48	10.00	480	
End basin	Each	1	—	—	150.00	150	
Base rock	Ton	26,639	10%	29,303	1.35	39,559	
3/4"-0	Ton.	2057	10%	2263	1.50	3395	
						107,761	
			+ 12½% E&C				121,200
Biddle Rd Str.							40,000
Main Line Str.							141,000
Ch Ch Str.							75,000
R/W costs							20,000
				Grand Total →			397,200

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 10, 1960

SUBJECT: Pux 392 - Medford Corporation
Private Road Xings
Medford Corporation - Jackson Co.

To: Mr. G. S. Paxson
Mr. Tom Edwards
Mr. Ivan Merchant
Mr. Frank Morgan

On September 20, 1960 I sent you copy of application of the State Highway Commission in the above-titled matter.

Objection was made by the Public Utility Commissioner to the form of the petition and pages 6 and 7 have been revised. The new form is today being filed with the Public Utility Commissioner.

Attached hereto is a revised copy of the petition to be sustituted in lieu of the copy sent you September 20th. The exhibits remain the same.

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

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I 5 1 (23) 28
5931

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

October 10, 1960

C. G. Polk, Division Engineer
08-35.4-DB Salem, Oregon

Oregon Project I-5-1(23)28

We have today approved the P. S. and E. documents for Oregon Project I-5-1(23)28, Seven Oaks-Jackson Street Section, Pacific Highway, grading, paving, structures and signing.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired and pending receipt of evidence that the Medford Corporation agrees to proposed relocation of its facilities in connection with this project.

Porter

NOTED

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OCT 7 - 1960
FOR FILING

1-5-1(23)28

5431

October 7, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

For your use in comparison of actual costs with the estimated costs developed in the 104(b)(5) report the following tabulation is for the projects on which bids are to be received November 1, 1960.

	Project	Estimated Cost 104(b)(5) Report
I-5-1(23)28	Seven Oaks-Jackson St. (Medford)	$4,510,000
I-5-4(42)216	Santiam Jct.-Halsey Jct. 5808	106,000

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. W. Nash
Federal Aid Engineer

JWN:jb

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OCT 1960
FORM E-3[illegible] 50M 2-60 26119
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OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
October 6, 1960

SUBJECT: Seven Oaks-Jackson Street Section

To:

MEMO TO THE FILE

On instructions from Mr. W. C. Williams and Mr. G. S. Paxson, I discussed at length this date with Messrs. C. G. Polk, D. M. Emrich, and Roy H. Tokerud the matter of the time allocation for completion of the Seven Oaks-Jackson Street job.

The Bureau personnel objected to the specification requiring completion of the section from Seven Oaks to the Crater Lake Highway in a period of 110 workdays. This requirement shall be removed from the specifications.

Tom Edwards
Tom Edwards
Construction Engineer

TE:jw

cc W. C. Williams ✓
Forrest Cooper
G. S. Paxson
C. G. Polk
R. L. Porter

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OCT 7 1960
OFFICE OF
STATE HIGHWAY ENGINEER

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OCT 1960
FOR FILING

UNITED STATES VERNMENT
Memorandum

U.S. D ARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

Attention: Mr. R. L. Porter

DATE: October 5, 1960

FROM : C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

By: D M Emrich
D. M. Emrich
District Engineer

SUBJECT: Utility Adjustment, City of Medford
Table Rock Road-Jackson Street Section
Pacific Highway
Project I-5-1(23)28

Reference is made to your letter of September 22, 1960.

We hereby approve the agreement between the State and the city dated August 18, 1960, and the plans and estimates relating to the subject adjustment.

Authorization to proceed with the work is granted as of September 22, 1960. Approval is subject to the provisions of PPM 30-4.

Approval is also given to perform a portion of the work by contract.

NOTED
FORREST COOP

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OCT 6 1960
OFFICE OF
STATE HIGHWAY ENGINEER

Copies to [illegible]
[illegible]

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OCT 1960
FOR FILING

COMMISSIONERS
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

1-5-1(23) 24
5431

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 5, 1960

Mr. [illegible] Polk, Division Engineer
Bureau of Public Roads
40[illegible] State Highway Building
Salem, Oregon

Re: Right of Way Status
Seven Oaks-Jackson Street
Section
Pacific Highway

Dear Sir:

Rights of way have been acquired by option on this project on 110 of the 127 files involved. The remaining 17 files are in the process of condemnation, and all will be filed on or before October 10, 1960.

A Permit of Entry has been obtained on File No. 31221, and filing will be delayed beyond the afore-mentioned date on this file.

The remaining file numbers are as follows:

28454	Brown (Revised 9-28-60)	$ 1,375
28455	Bateman (Revised 9-28-60)	43,000
28456	Irish	31,000
28462	Brown	10,500
31219	Boyden	3,600
30924	Oregon-California Theater	87,500
31069	Lester	2,360
31704	City of Medford	25
31211	Benson	4,460
31621	Pacific and Eastern Railroad	—
31221	City of Medford	3,350
30541	Lydiard	3,820

NOTED
[illegible]

30580	Huggins (Permit of Entry)	$ 10,800
30579	Cullen	8,065
30587	Southern Oregon Broadcasting	1,175
29033	Rogue River Valley Irrigation District	—
29057	Phipps	6,125
		$216,855

Very truly yours,

WALTER T. WRIGHT
Right of Way Engineer

WTW:mg

cc Mr. Forrest Cooper ✓
Mr. L. I. Lindas
Mr. R. L. Porter

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

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STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 20, 1960

Mr. Jomel C. Hill
Public Utility Commissioner
Public Service Building
Salem, Oregon

Re: Pux 392 - Medford Corporation
Private Rd. Xings
Medford Corporation - Jackson Co.

Dear Sir:

Herewith I hand you four executed copies of petition of the State Highway Commission in the above-titled matter.

One copy is for service upon Medford Corporation, one copy is for service upon Jackson County, and one copy is for service upon the City of Medford, in the event that you consider it desirable to serve the City.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

cc: G. S. Paxson
Tom Edwards
Ivan Merchant
Frank Morgan

RECEIVED
SEP 21 1960
OFFICE OF
STATE HIGHWAY ENGINEER

G. S. PAXSON

Pux 392

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for an order authorizing the construction of two overcrossing structures and one grade crossing on a private truck road, involving two county roads and one state highway, and for the removal of two railroad-county road grade crossings, known as the MEDFORD CORPORATION LINE REVISION project in Section 18, Township 37 South, Range 1 West, W.M., and Section 13, Township 37 South, Range 2 West, W.M., in Jackson County, Oregon.	PETITION No._______

The petitioner herein respectfully represents:

I

That the name and address of your petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under the authority of ORS 366.205 and under the provisions of ORS 374.205 to 374.260.

III

That Medford Corporation is a Delaware corporation authorized to do business in the state of Oregon, and owns and operates a private logging railroad between Butte Falls in Section 10, Township 35 South, Range 2 East and its mill in Section 13, Township 37 South, Range 2 West, all in Jackson County, Oregon, which it proposes to convert to a private road to be used by trucks not permitted to use public highways, as contemplated by ORS 374.205 to 374.260.

Oct 10 draft

IV

That petitioner proposes the construction of a section of Federal Interstate Highway No. 5, to be designated as the Pacific Highway, being State Highway No. 1, between Grants Pass and Medford, which section is titled Seven-Oaks Jackson Street Section, and that, as a part thereof, it will be necessary to relocate a portion of the alignment of the existing private railroad of Medford Corporation (which is to be converted to a private truck road) between a point in Section 18, Township 37 South, Range 1 West and a point in Section 13, Township 37 South, Range 2 West, W.M., in Jackson County, shown on Exhibit "A".

That a portion of the said section of Federal Interstate Highway No. 5, the location of the existing railroad, the proposed relocation of alignment, the maps, profiles and structures to be constructed at the individual crossings, and the existing railroad crossings to be closed are shown on the following exhibits attached hereto and, by this reference, made a part hereof:

Exhibit	"A"	Medford Corporation Line Change
"	"B"	Typical Truck Road Roadbed Section
"	"C"	Sheet 11-A, Seven Oaks-Jackson Street Section
"	"D"	Sheet 11-B, Seven Oaks-Jackson Street Section
"	"E"	Bridge Drawing 8862-A
"	"F"	Sheet 11, Seven Oaks-Jackson Street Section
"	"G"	Bridge Drawing 8863-A

V

That the said relocation will involve the construction of two grade separation structures and one crossing at common grade of the proposed state highway and two county roads, as follows:

Grade crossing of the Bullock County Road in Section 18, Township 37 South, Range 1 West, W.M., as shown on Exhibits "A", "C" and "D"

Overcrossing of the Biddle County Road on the section line between Section 18, Township 37 South, Range 1 West, W.M., and Section 13, Township 37 South, Range 2 West, W.M., as shown on Exhibits "A", "C" and "D"

Overcrossing of Federal Interstate Highway No. 5 in Section 13, Township 37 South, Range 2 West, W.M., as shown on Exhibits "A", "F" and "G"

VI

That the said relocation will make possible the elimination of two existing logging railroad-county road crossings, at common grade, as follows:

> Grade crossing of the Hilton County Road in Section 18, Township 37 South, Range 1 West, W.M., as shown on Exhibit "A"
>
> Grade crossing of the Biddle County Road on the section line between Section 18, Township 37 South, Range 1 West, W.M., and Section 13, Township 37 South, Range 2 West, W.M., as shown on Exhibit "A"

VII

That the proposed road is to be constructed for the purpose of hauling logs and other forest products, and that the maximum size of loads hauled will be 65 feet long, 16 feet high and 12 feet wide. That the gross weight of vehicle and load hauled will be 120,000 pounds maximum, and that the maximum gross single axle weight will be 25,000 pounds. That normal hauling will be 5 days per week, Monday through Friday, and will be between the hours of 5:30 A.M. and 5:30 P.M., PST.

VIII

That the annual average daily traffic on the private road will be 100 movements per day, Monday through Friday, consisting of 50 loaded trucks moving toward Medford, and 50 empty trucks moving toward Butte Falls, with occasional miscellaneous movements of equipment, maintenance, superintendence, fire fighting, personnel and emergency vehicles.

IX

That the annual average daily traffic on the public roads at the individual crossings is estimated to be as hereinafter shown, which traffic will be subject to normal annual increases:

Bullock County Road	90	vehicles
Biddle County Road	1,100	"
Federal Interstate Highway No. 5	4,400	"

X

That the grades on the proposed private truck road approaching the individual crossings will be as follows:

Exhibit	Public Roadcrossing	From Butte Falls	From Medford	Vertical Curve
"D"	Bullock County Road	-0.3566	+0.3566	None
"C","D","E"	Biddle County Road	+3.0	+0.19	250 feet
"F", "G"	Federal Interstate Hwy.	+0.19	+4.0	350 feet

XI

That the grades on the public road approaching the individual crossings will be as follows:

Exhibit	Public Road	From North	From South	Vertical Curve
"D"	Bullock County Road	+2.8	Level	100 feet
None	Biddle County Road	Approximately Level		
"F"	Federal Interstate Hwy.	+0.365	-0.55	None

XII

That the sight distances at the crossing of the Bullock County Road will be as follows:

Vehicle on Bullock Road

From Point on Road	Sight Distance on Truck Road
50 feet North of Crossing	1,200 feet West 400 feet East
500 feet North of Crossing	1,200 feet West 400 feet East
50 feet South of Crossing	1,200 feet West 800 feet East
300 feet South of Crossing	1,200 feet West 1,200 feet East

Vehicle on Truck Road

From Point on Road	Sight Distance on Bullock Road
50 feet West of Crossing	300 feet South 1,200 feet North
500 feet West of Crossing	300 feet South 1,200 feet North
50 feet East of Crossing	300 feet South 1,200 feet North
500 feet East of Crossing	300 feet South 450 feet North

XIII

That petitioner proposes that the construction and maintenance be handled as follows:

THINGS TO BE DONE BY STATE:

(a) Award a contract or contracts for the following stated work and supervise the construction thereof:

1. Grading and surfacing of the relocated private road between the terminal points stated in paragraph IV hereof and the grading and paving of the revised grade on the Bullock County Road.

2. Construction of grade separation structures over the Biddle County Road and the Federal Interstate Highway.

(b) Install advance warning signs on the Bullock County Road in accordance with State Highway Department standard W 1005-30 bearing the legend "LOG TRUCKS"; one sign to be located, on the east side facing traffic, approximately 175 feet south of the crossing, and one sign to be located, on the west side facing traffic, approximately 500 feet north of the crossing.

(c) Construct and maintain the Federal Interstate Highway, with its appurtenances and facilities, after construction.

(d) Finance the cost, without reimbursement, of items (a), (b) and (c) above stated.

THINGS TO BE DONE BY MEDFORD CORPORATION:

(a) Remove the railroad ties, rails and other railroad facilities at the existing railroad grade crossings of the Hilton and Biddle County Roads, and restore the roadway pavement and shoulders to a standard equivalent to the adjacent roadways.

(b) Maintain its private road roadbed, surfacing and other facilities including, but not restricted to, the grade separation structures over the Biddle County Road and Federal Interstate Highway and the crossing at grade of the Bullock County Road.

(c) Apply dust palliatives on the private road adjacent to the Bullock County Road crossing so as to prevent hazards to public travel from dust conditions.

(d) Keep the Bullock County Road crossing free from rocks, litter and debris caused by operations of vehicles under its control.

(e) Require all vehicles under its control to cross the Bullock County Road at a speed not in excess of ten (10) miles per hour.

(f) Finance the cost, without reimbursement, of items (a), (b), (c) and (d) above stated.

THINGS TO BE DONE BY JACKSON COUNTY:

(a) Except as heretofore stated under "Things to be Done by Medford Corporation", item (b), maintain the county roads at the respective crossings, including advance warning signs.

XIV

That, applicable only to the crossing structure and approaches thereto over the Federal Interstate Highway, petitioner waives any bond or insurance covering the maintenance thereof, and makes no respresentations regarding the carrying of public liability and property damage insurance by Medford Corporation on its own vehicles or on vehicles operating under its control.

XV

That petitioner has acquired, or will acquire, all new rights of way necessary for the construction of the said private road and will be the legal owner thereof until such time as the entire facility between the terminal points statedin paragraph

IV hereof is completed and the facility and rights of way are conveyed to Medford Corporation in exchange for other lands owned by it needed for right of way for the improvement of the Crater Lake Highway. It now is anticipated that this exchange will be made subsequent to September 1, 1961.

XVI

That the proposed line change and other items are in Section 18, Township 37 South, Range 1 West, W.M., and in Section 13, Township 37 South, Range 2 West, W.M., in Jackson County, Oregon.

XVII

That construction by petitioner of the crossings herein set out, and the removal of the existing logging railroad-county road crossings at common grade, are to be contingent upon issuance of an order by the Public Utility Commissioner authorizing the conversion of the existing railroad crossing, at common grade, of the present location of the Pacific Highway in Section 13, Township 37 South, Range 2 West, W.M., shown on Exhibit "A", to a private truck road crossing, which conversion is to be covered by a separate application.

WHEREFORE, petitioner prays for an order authorizing the construction of the crossings as hereinabove stated and providing for the maintenance thereof, the removal of the two existing railroad-county road crossings at grade, and for such other and further order or orders as may be just and proper in the premises.

Dated at Salem, Oregon, this 10th day of October, 1960.

STATE OF OREGON, by and through its State
Highway Commission

L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

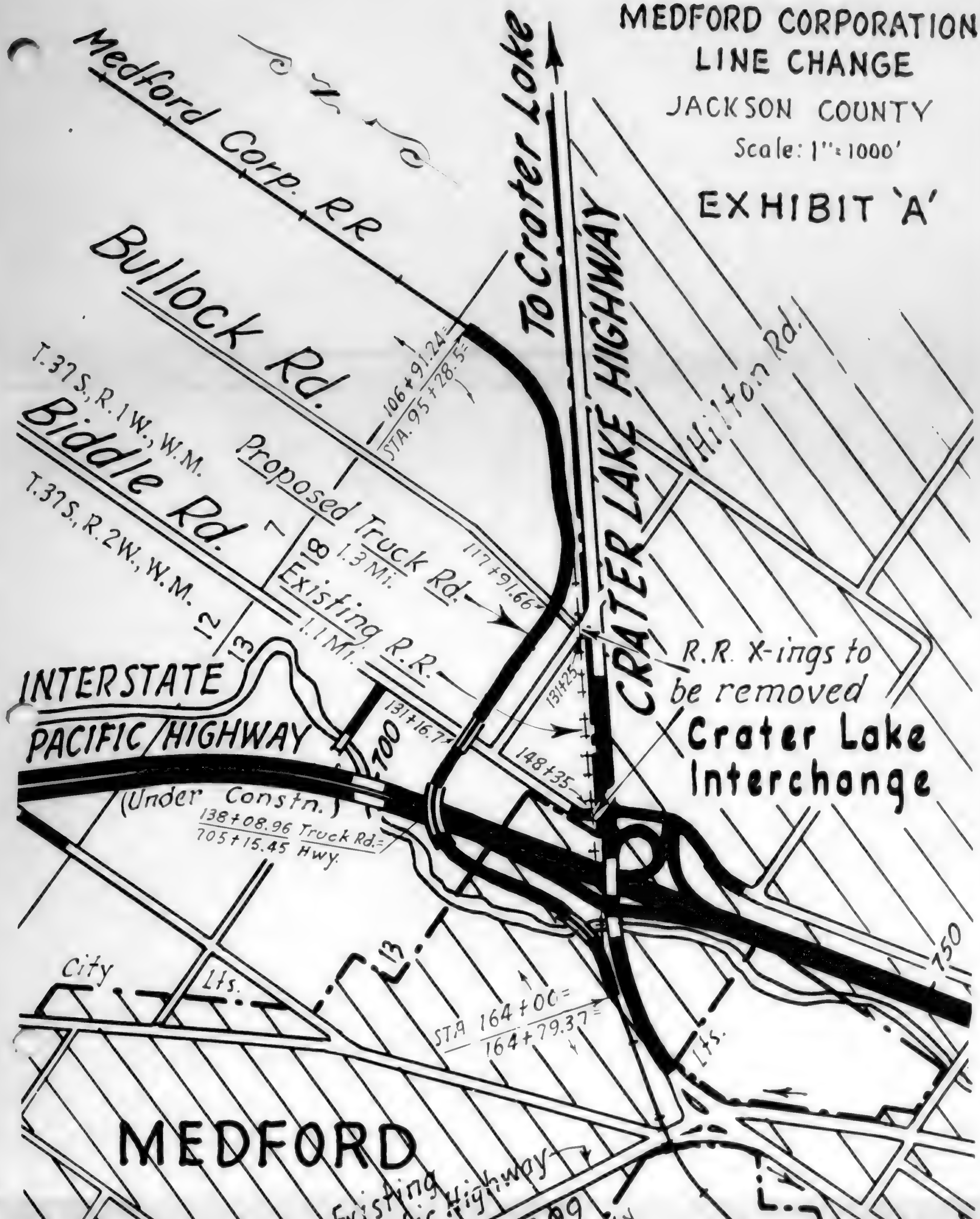
By____________________________
J. W. DeSOUZA - Assistant Counsel for
the State Highway Commission

MEDFORD CORPORATION LINE CHANGE

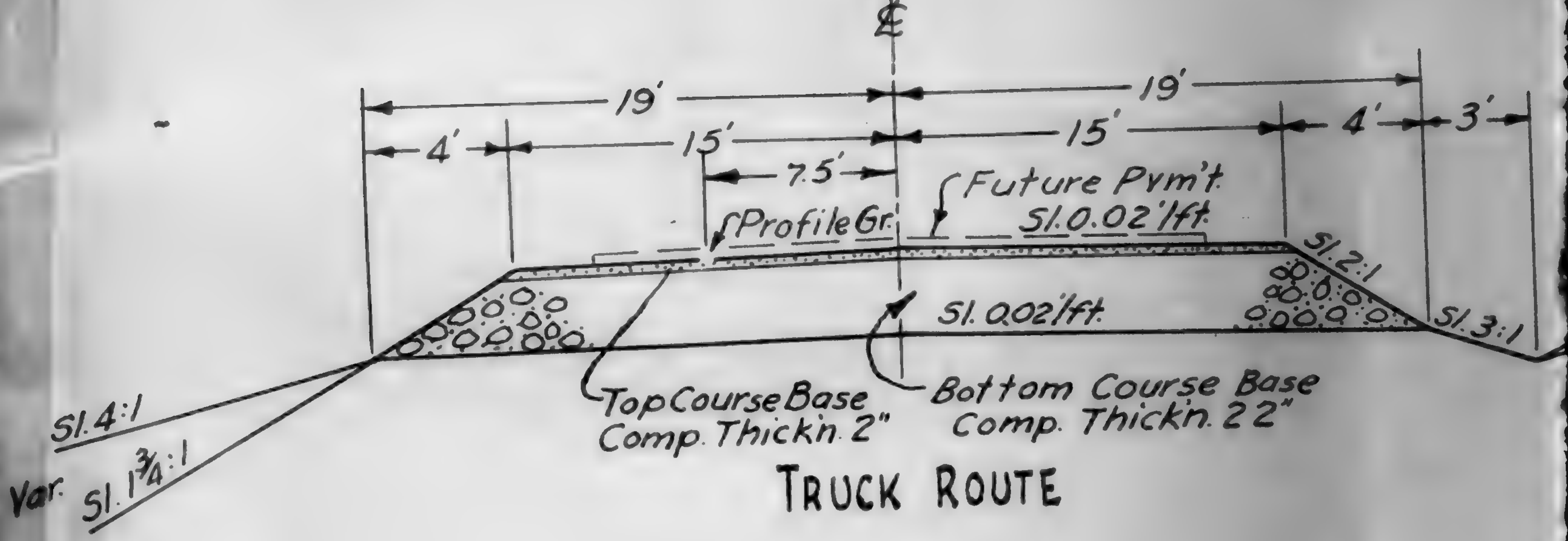
JACKSON COUNTY

Scale: 1" = 1000'

EXHIBIT 'A'



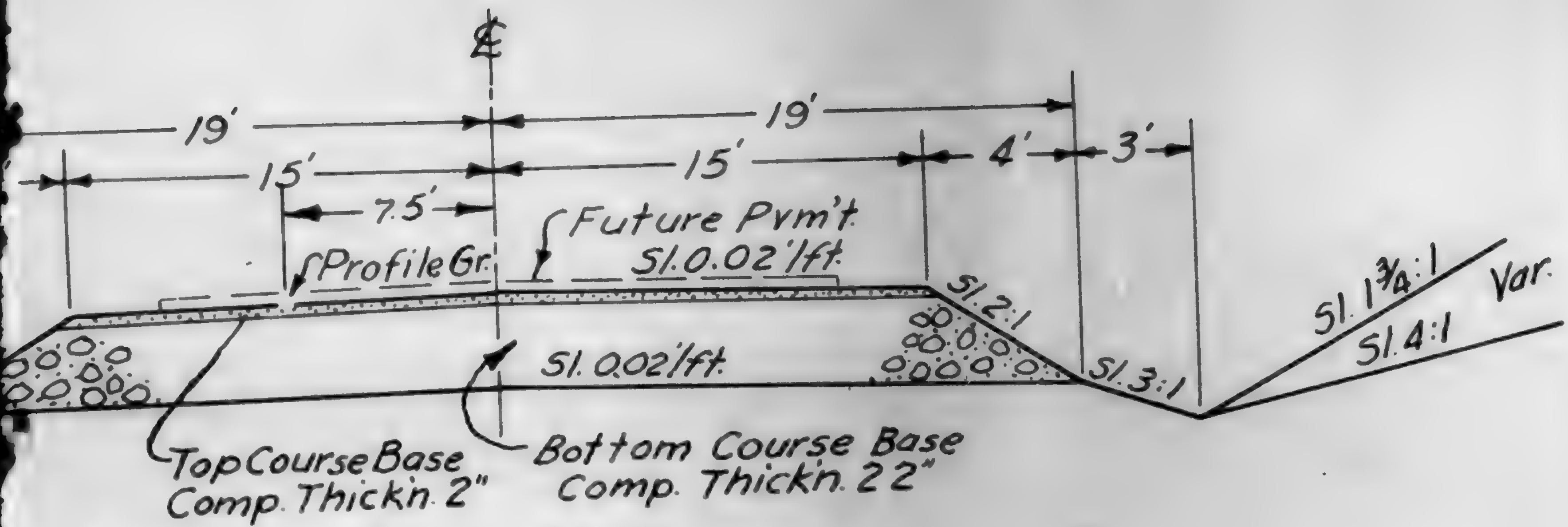
Medford Corp. R.R.
To Crater Lake
CRATER LAKE HIGHWAY
Bullock Rd.
Hilton Rd.
T.37S., R.1W., W.M.
Biddle Rd.
T.37S., R.2W., W.M.
Proposed Truck Rd. 1.3 Mi.
Existing R.R. 1.1 Mi.
7
18
12
13
106+91.24=
STA. 95+28.5=
117+91.66=
131+25
131+16.7=
148+35=
R.R. X-ings to be removed
Crater Lake Interchange
INTERSTATE PACIFIC HIGHWAY (Under Constn.)
700
138+08.96 Truck Rd.=
705+15.45 Hwy.
13
750
City Lts.
STA 164+00=
164+79.37=
Lts.
MEDFORD
Existing Pacific Highway
US 99
City



℄
19'
19'
4'
15'
15'
4'
3'
7.5'
Future Pvm't.
Sl. 0.02'/ft.
Profile Gr.
Sl. 2:1
Sl. 0.02'/ft.
Sl. 3:1
Sl. 4:1
Var. Sl. 1¾:1
Top Course Base
Comp. Thickn. 2"
Bottom Course Base
Comp. Thickn. 2 2"

TRUCK ROUTE

EXHIBIT

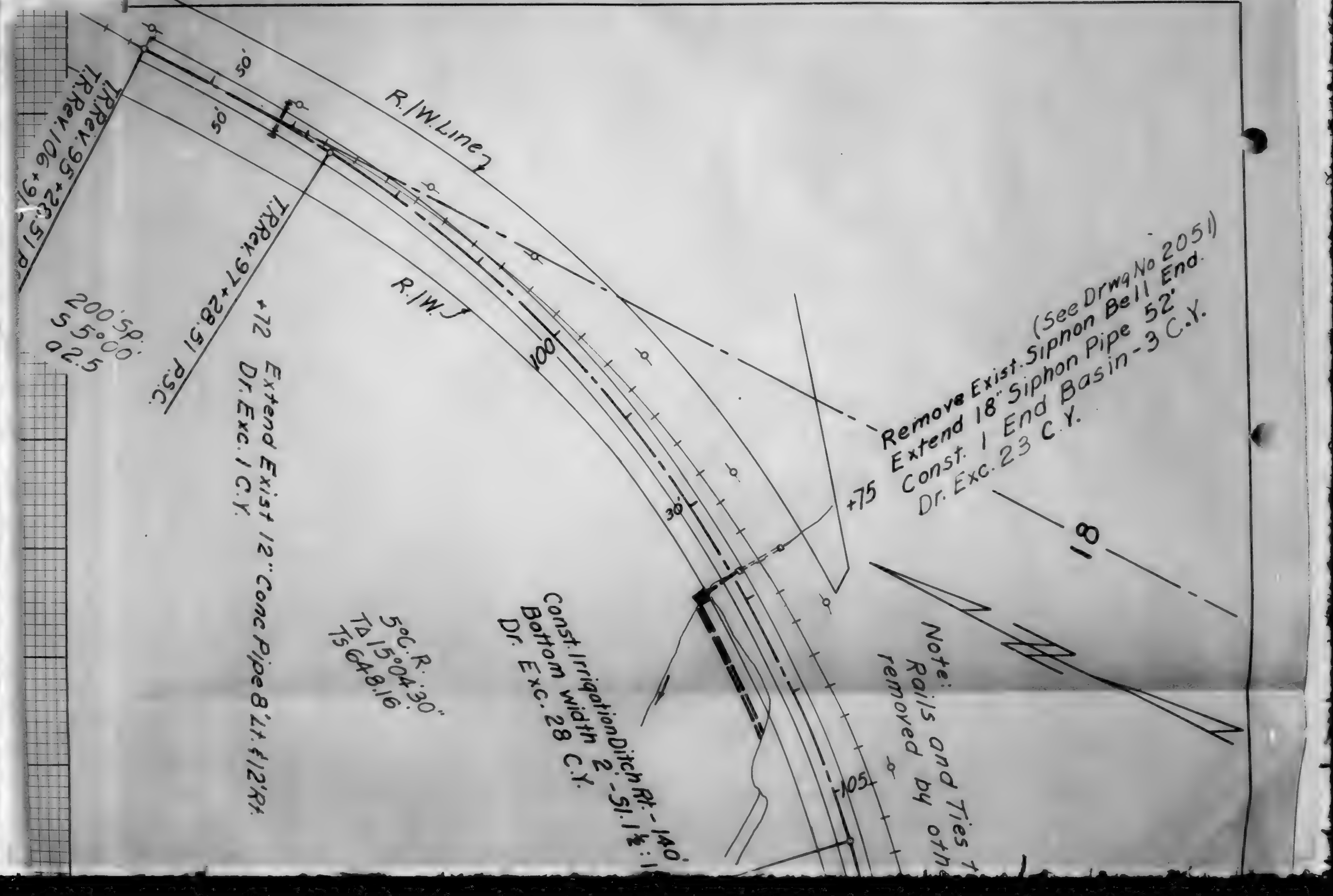


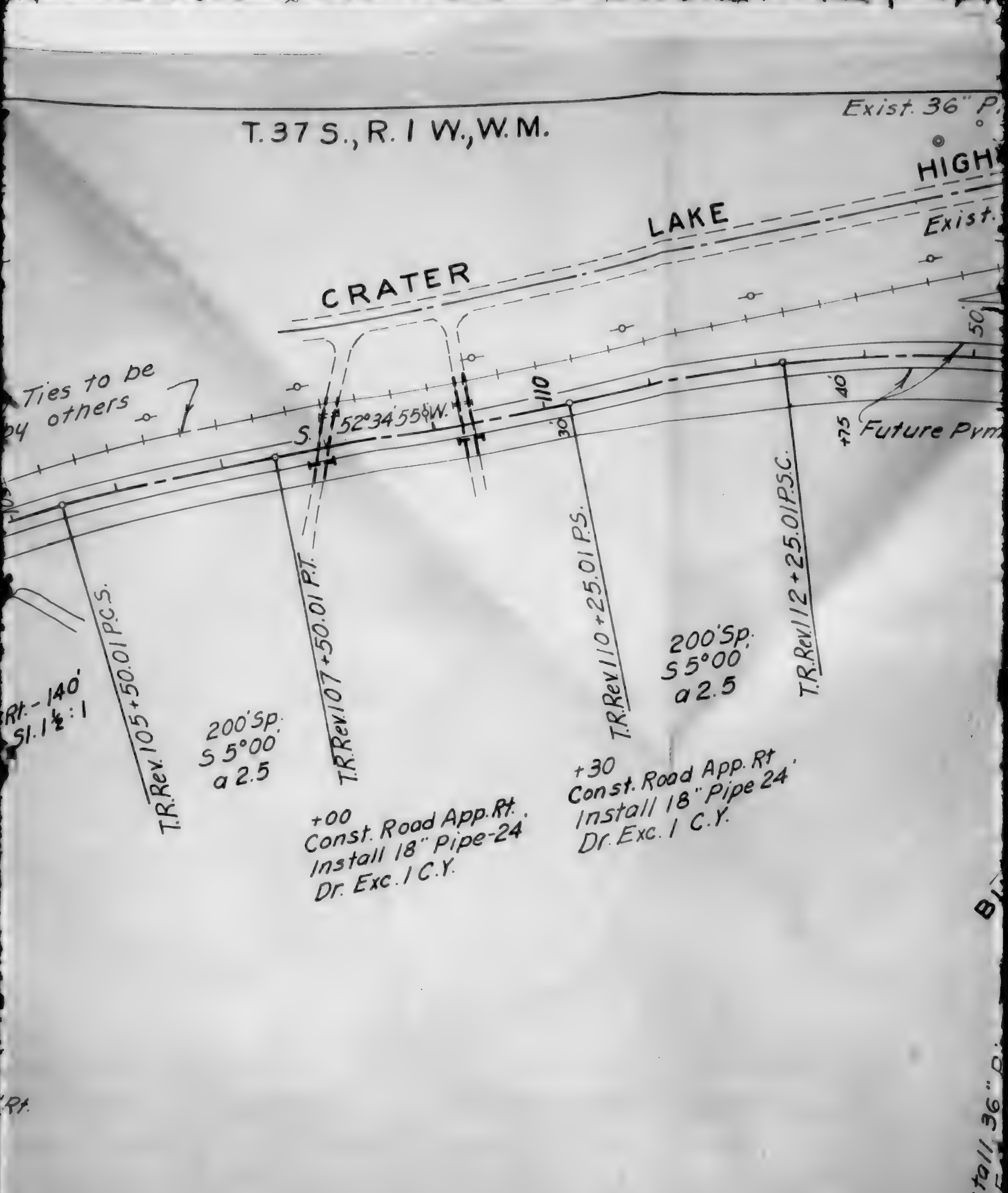
℄
19'
19'
15'
15'
4'
3'
7.5'
Future Pvm't.
Sl. 0.02'/ft.
Profile Gr.
Sl. 2:1
Sl. 0.02'/ft.
Sl. 3:1
Sl. 1¾:1
Sl. 4:1
Var.
Top Course Base Comp. Thick'n. 2"
Bottom Course Base Comp. Thick'n. 22"

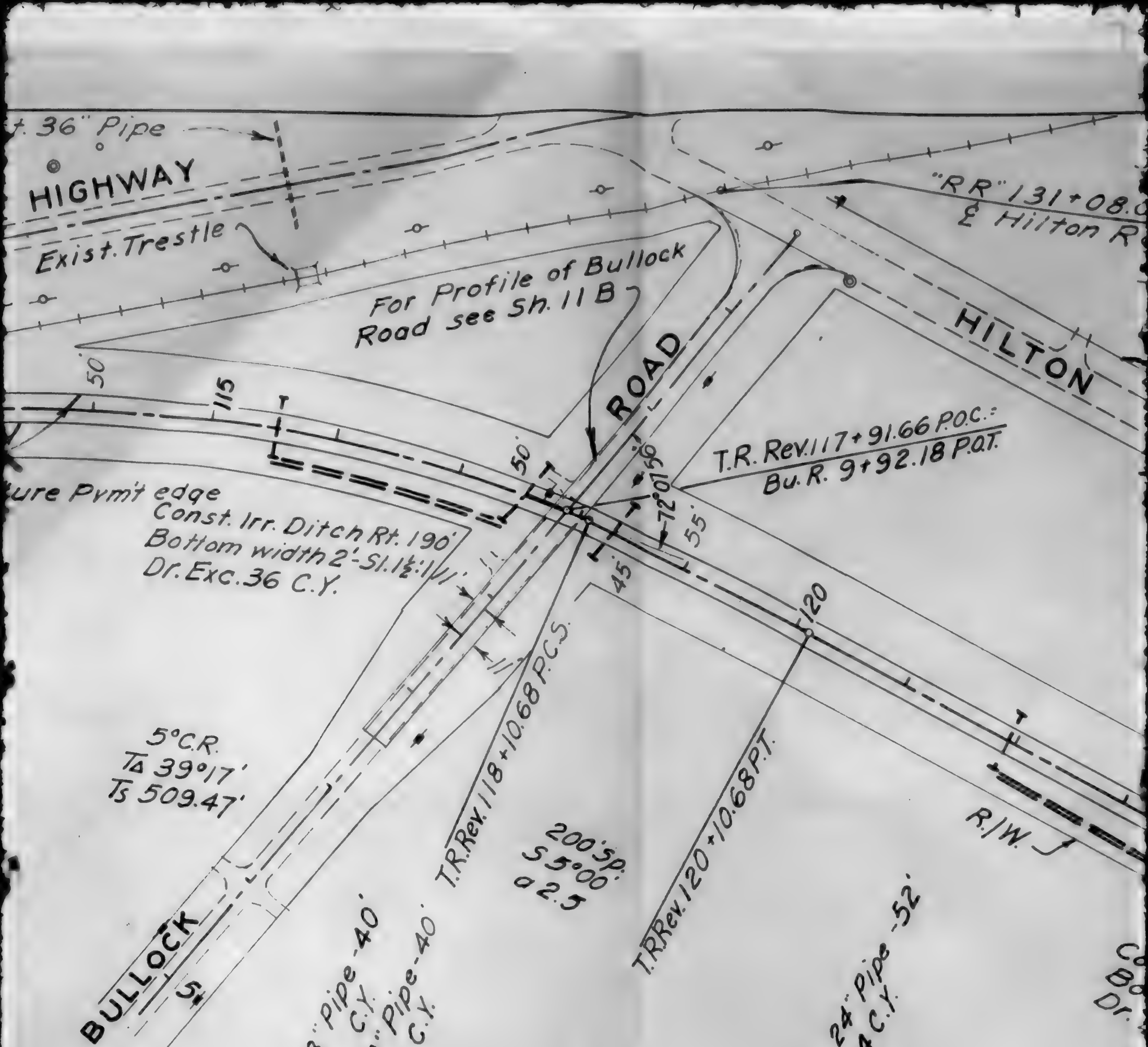
TRUCK ROUTE

EXHIBIT "B"

FINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

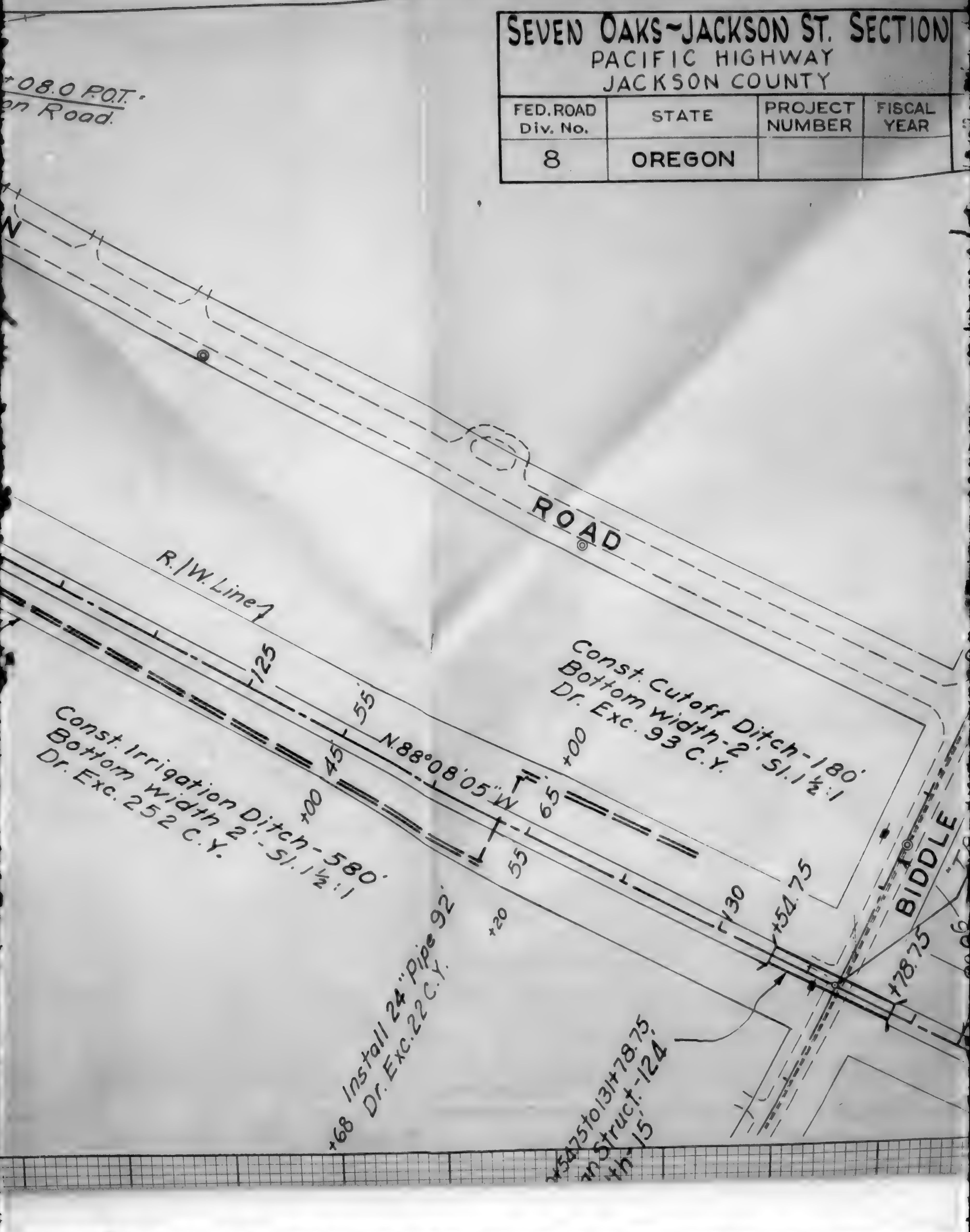

R./W. Line
R./W.
50'
50'
T.R.Rev. 95+28.51 P
T.R.Rev. 106+91
T.R.Rev. 97+28.51 P.S.C.
200' Sp.
S 5°00'
a 2.5
+72 Extend Exist 12" Conc Pipe 8' Lt. & 12' Rt.
Dr. Exc. 1 C.Y.
100
30'
5°C.R.
TΔ 15°04'30"
Ts 648.16
Const. Irrigation Ditch Rt. - 140'
Bottom width 2' - Sl. 1½ : 1
Dr. Exc. 28 C.Y.
+75
Remove Exist. Siphon Bell End.
(See Drwg No 2051)
Extend 18" Siphon Pipe 52'
Const. 1 End Basin - 3 C.Y.
Dr. Exc. 23 C.Y.
18
Note:
Rails and Ties t
removed by othe
105


T. 37 S., R. 1 W., W.M.
Exist. 36" P
HIGH
LAKE
Exist.
CRATER
50'
Ties to be
by others
S. 52°34'55" W.
110
30
40
+75 Future Pvm
T.R.Rev. 105+50.01 P.C.S.
T.R.Rev. 107+50.01 P.T.
T.R.Rev. 110+25.01 P.S.
T.R.Rev. 112+25.01 P.S.C.
200' Sp.
S 5°00
a 2.5
200' Sp.
S 5°00
a 2.5
Rt.-140'
Sl. 1½:1
+00
Const. Road App. Rt.
Install 18" Pipe-24
Dr. Exc. 1 C.Y.
+30
Const. Road App. Rt
Install 18" Pipe 24'
Dr. Exc. 1 C.Y.
Bl
Rt.
+50 Install 36" P
Dr. E

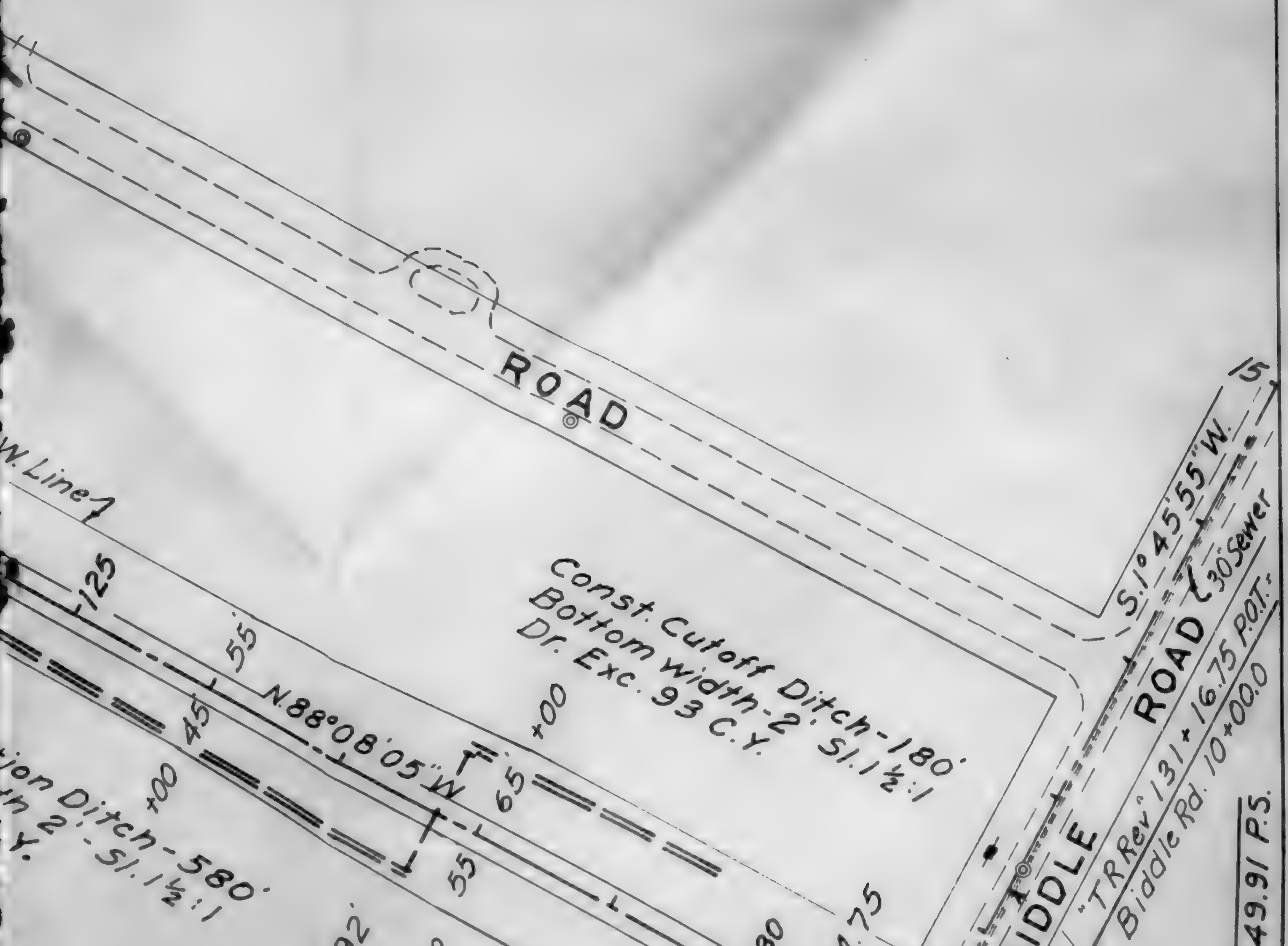

36" Pipe
HIGHWAY
Exist. Trestle
For Profile of Bullock Road see Sh. 11 B
ROAD
"RR" 131+08.0
℄ Hilton R
HILTON
50
115
50
T.R. Rev. 117+91.66 P.O.C. = Bu.R. 9+92.18 P.O.T.
72°01'
55
45
120
ure Pvm't edge
Const. Irr. Ditch Rt. 190'
Bottom width 2'-Sl. 1½:1
Dr. Exc. 36 C.Y.
5°C.R.
TΔ 39°17'
Ts 509.47'
T.R.Rev. 118+10.68 P.C.S.
200' Sp.
S 5°00'
a 2.5
T.R.Rev. 120+10.68 P.T.
R/W.
BULLOCK
54
+50 Install 36" Pipe 44'
Dr. Exc. 24 C.Y.
+50 Install 18" Pipe-40'
Dr. Exc. 6 C.Y.
+30 Install 18" Pipe-40'
Dr. Exc. 6 C.Y.
+90 Install 24" Pipe-52'
Dr. Exc. 14 C.Y.
Co
Bo
Dr.

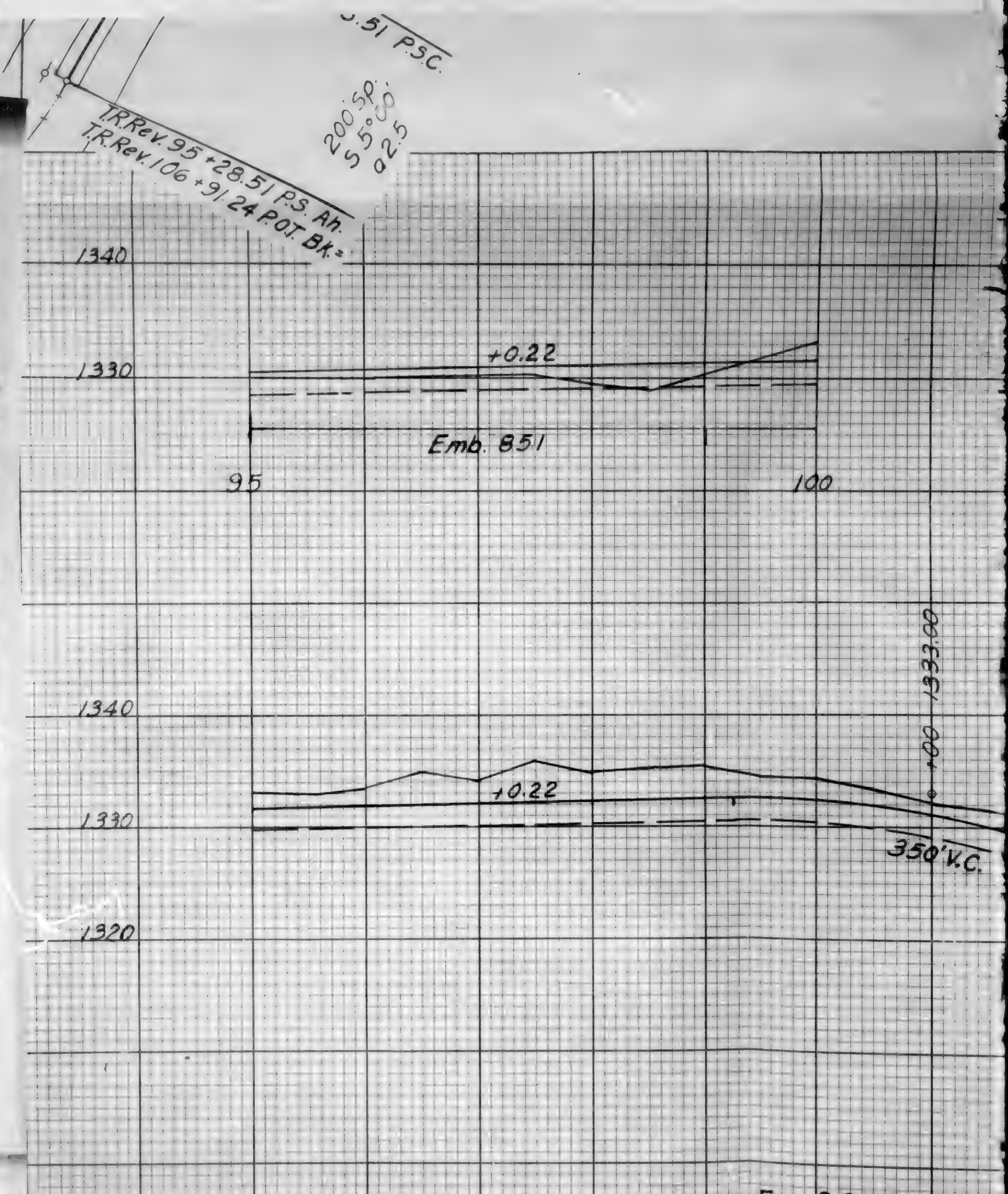
SEVEN OAKS~JACKSON ST. SECTION
PACIFIC HIGHWAY
JACKSON COUNTY

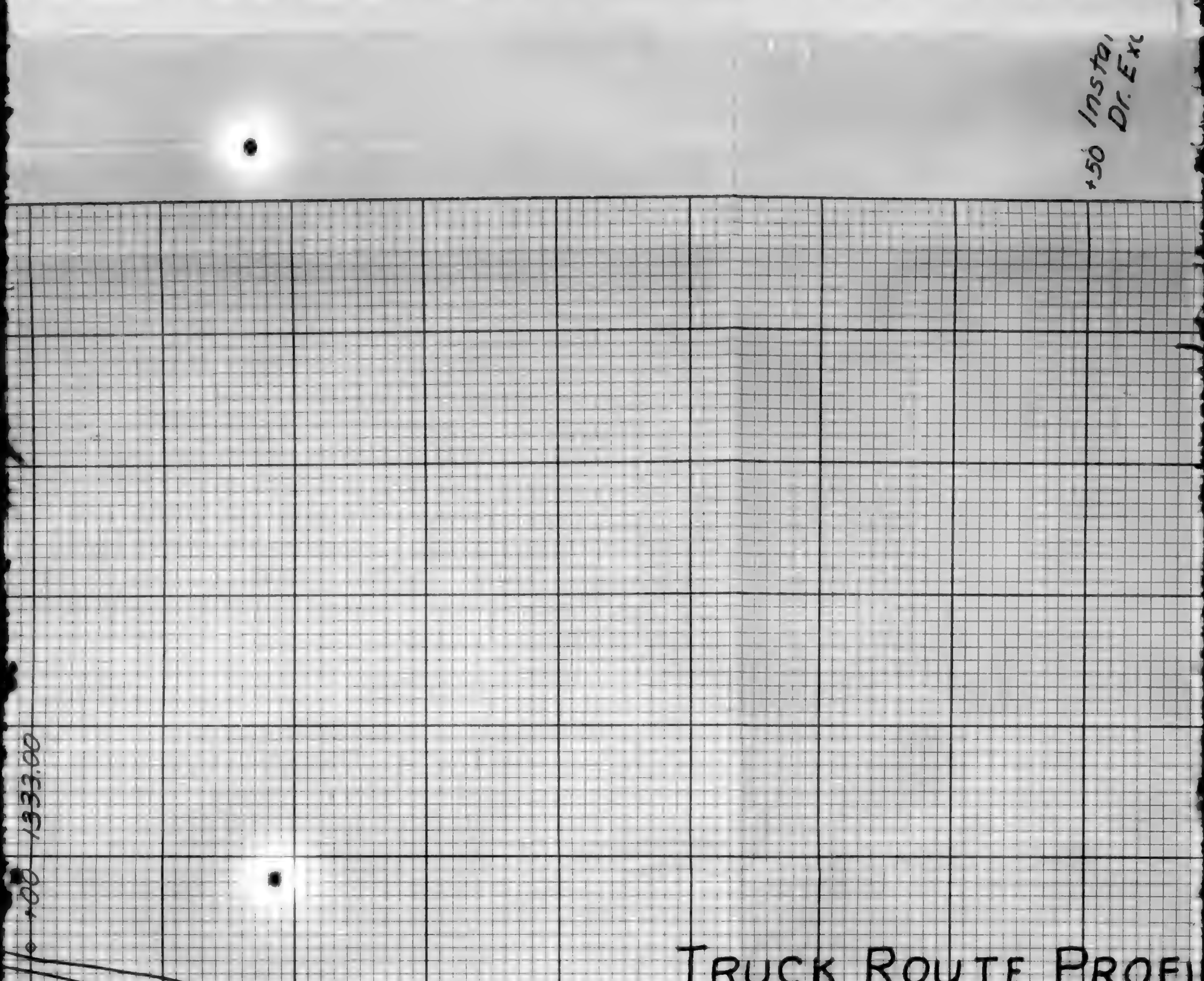
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON		

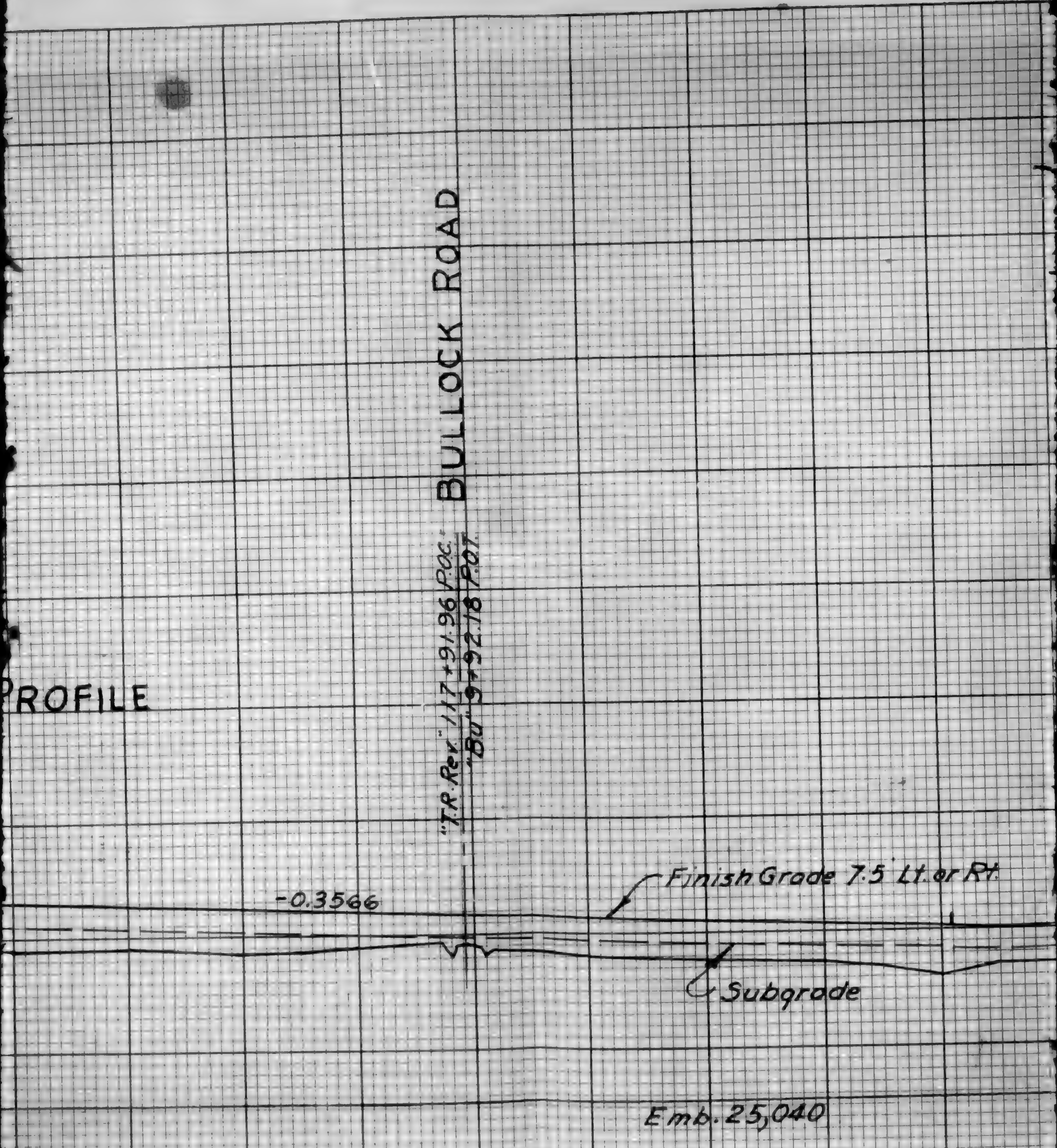

+08.0 P.O.T.
on Road.
N
ROAD
R./W. Line
125
55
45
+00
N.88°08'05"W
65
+00
55
+20
Const. Cutoff Ditch-180'
Bottom width-2' Sl. 1½:1
Dr. Exc. 93 C.Y.
Const. Irrigation Ditch-580'
Bottom width 2'-Sl. 1½:1
Dr. Exc. 252 C.Y.
30
+54.75
+78.75
BIDDLE
+68 Install 24" Pipe 92'
Dr. Exc. 22 C.Y.
+54.75 to 131+78.75
Struct.-124
th-15'

SEVEN OAKS~JACKSON ST. SECTION PACIFIC HIGHWAY JACKSON COUNTY				SHEET No. 11A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index


ROAD
W. Line
125
55
45
+00
N.88°08'05"W
65
+00
55
Const. Cutoff Ditch-180'
Bottom width-2' Sl. 1½:1
Dr. Exc. 93 C.Y.
ion Ditch-580'
th 2'-Sl. 1½:1
Y.
+20
+68 Install 24" Pipe 92'
Dr. Exc. 22 C.Y.
30
+54.75
+54.75 to 131+78.75
n Struct.-124
th-15'
+78.75
BIDDLE ROAD
S.1°45'55"W.
5
30' Sewer
"T.R. Rev." 131+16.75 P.O.T.=
Biddle Rd. 10+00.0
90°00'
133+49.91 P.S.
65
55


.51 P.S.C.
200 SP.
5 5°00'
a 2.5
T.R.Rev. 95 +28.51 P.S. Ah.
T.R.Rev. 106 +91.24 P.O.T. Bk.=
1340
+0.22
1330
Emb. 851
95
100
1340
+0.22
1330
+00 1333.00
350' V.C.
1320
Exc. 9,269
Em
100
105


+50 Insta
Dr. Exc
+00 1333.00
TRUCK ROUTE PROFI
50' V.C.
-4.0
300' V.C.
24"
+70 1314.20
Emb. 42


Dr. Exc
PROFILE
BULLOCK ROAD
"T.R. Rev." 117+91.96 P.O.C.
"Bu" 9+92.18 P.O.T.
-0.3566
Finish Grade 7.5 Lt. or Rt.
℄ Subgrade
Emb. 25,040
115
120

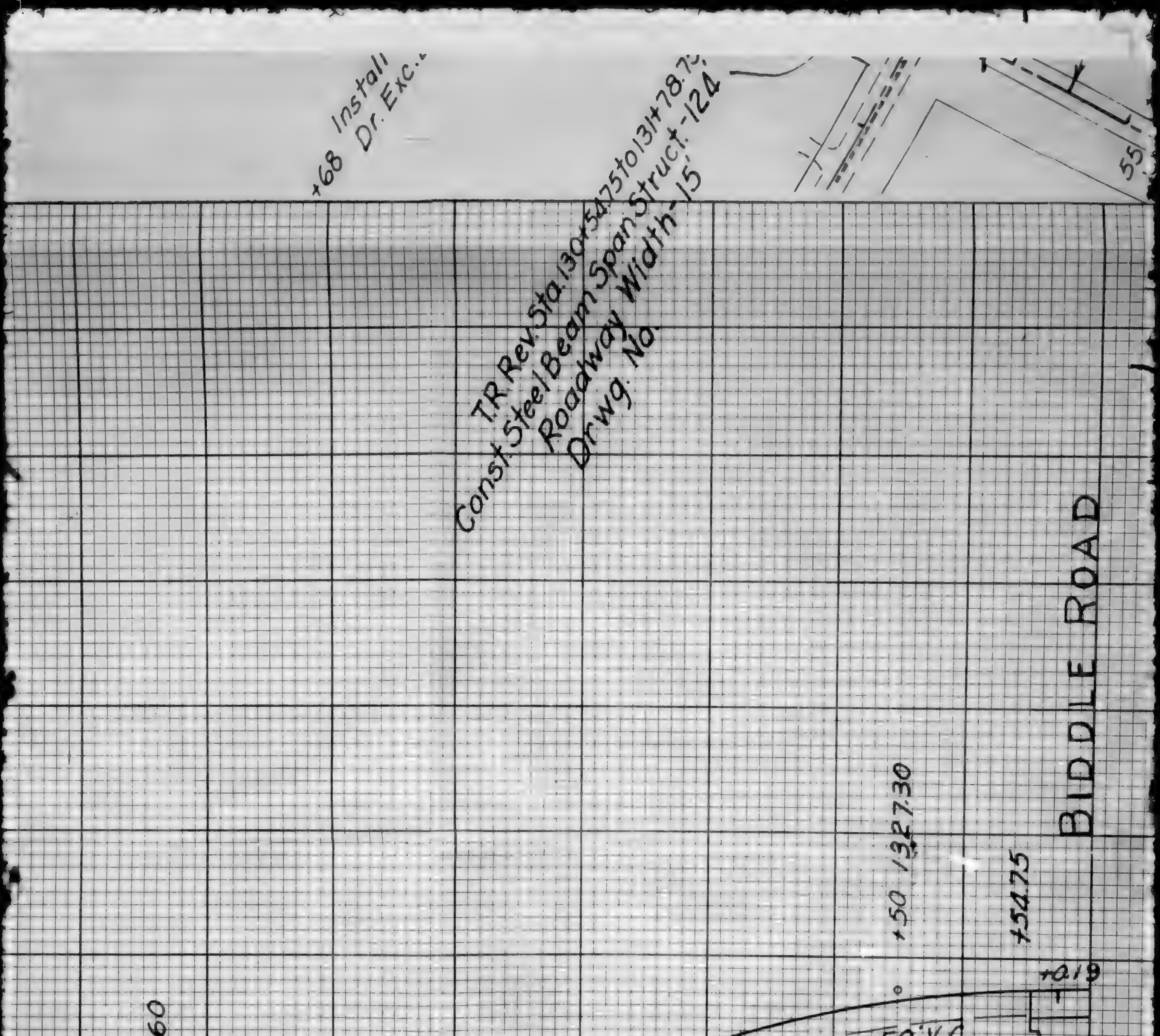

+68 Install
Dr. Exc.
T.R. Rev. Sta. 130+54.75 to 131+78.75
Const. Steel Beam Span Struct.-124
Roadway Width-15'
Drwg. No.
55
BIDDLE ROAD
+50 1327.30
+54.75
+0.19
250 V.C.
2:1 51
+3.0
1309.60
300 V.C.
+60
Ground Line at ℄
125
130

Exhibit "C

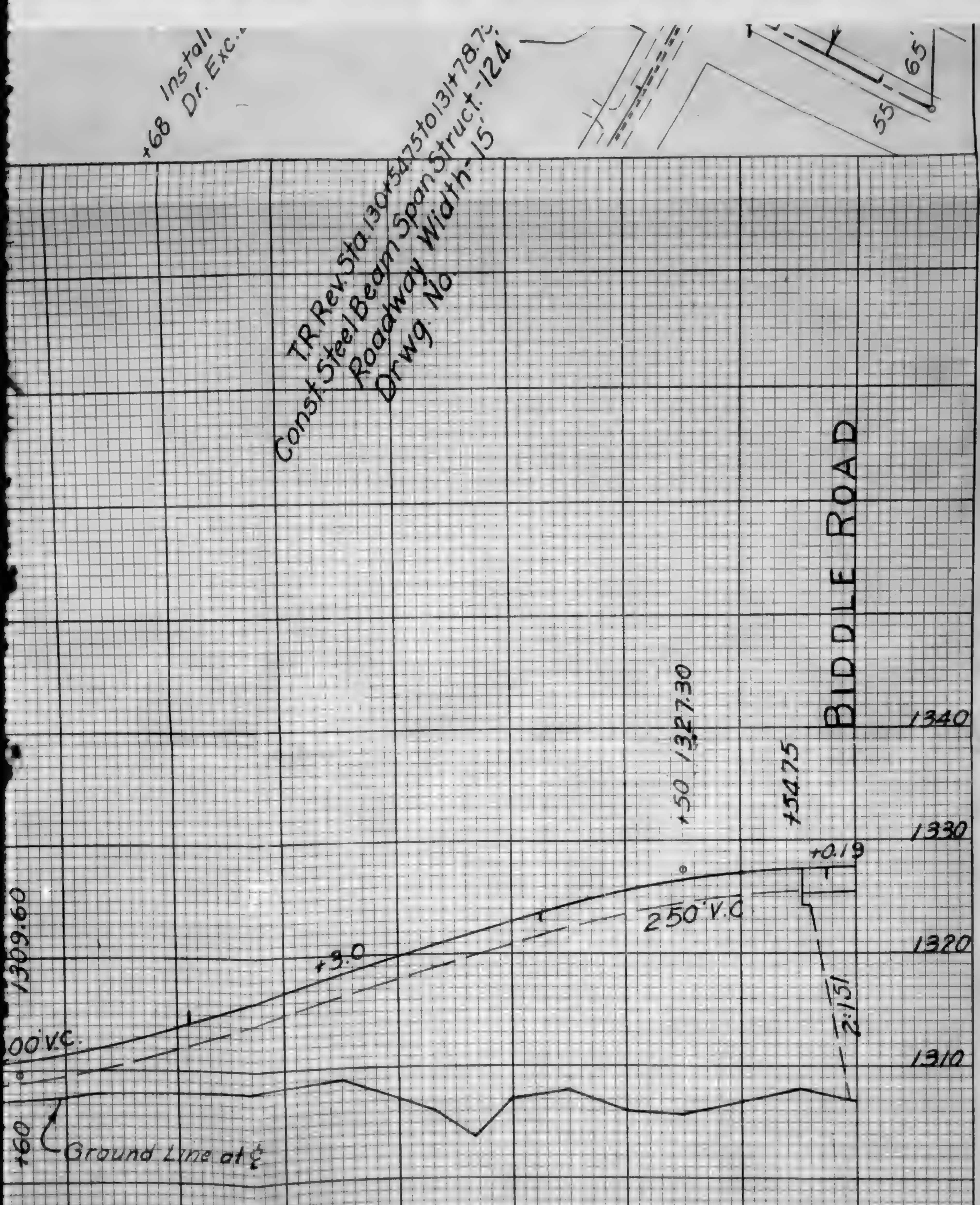
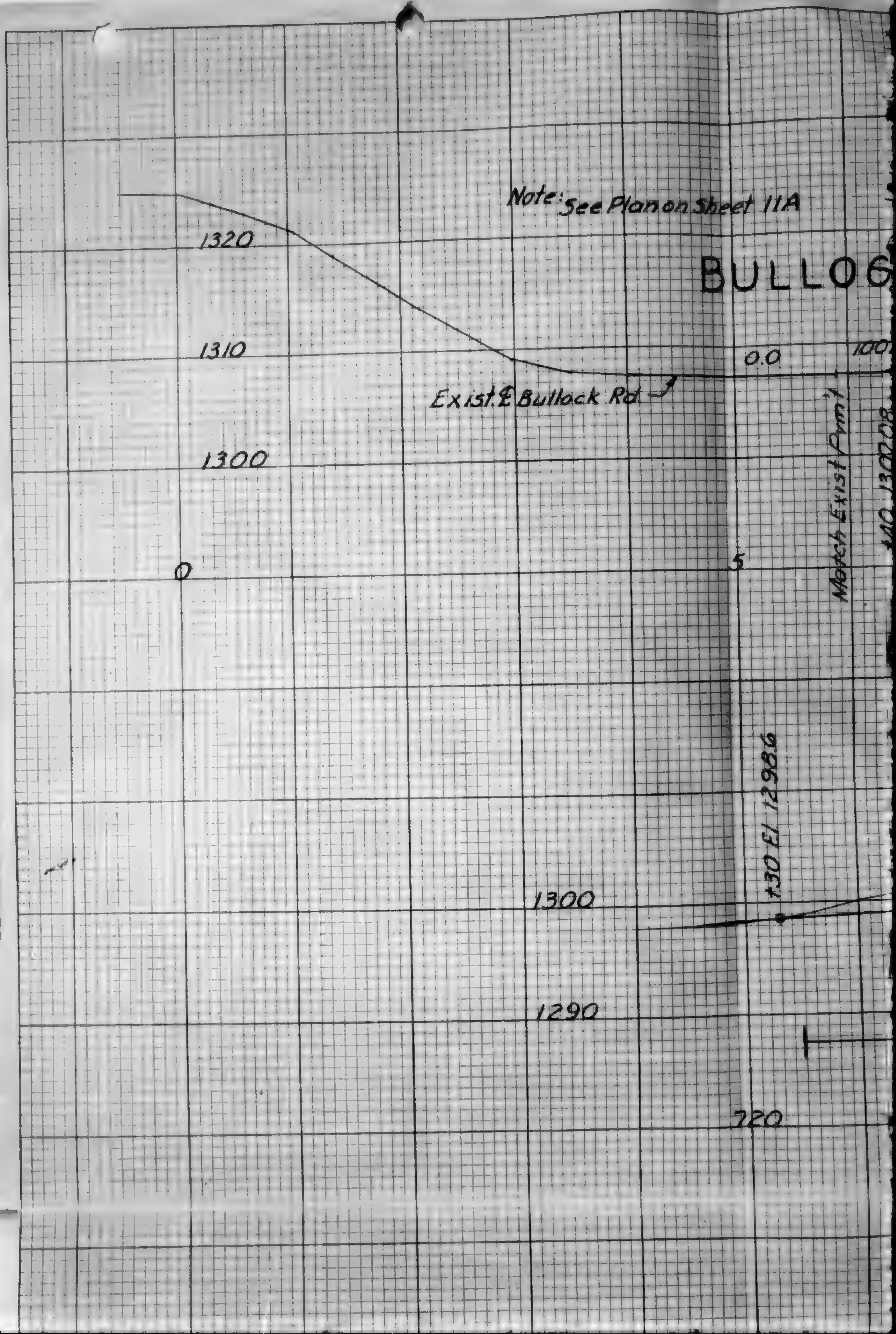
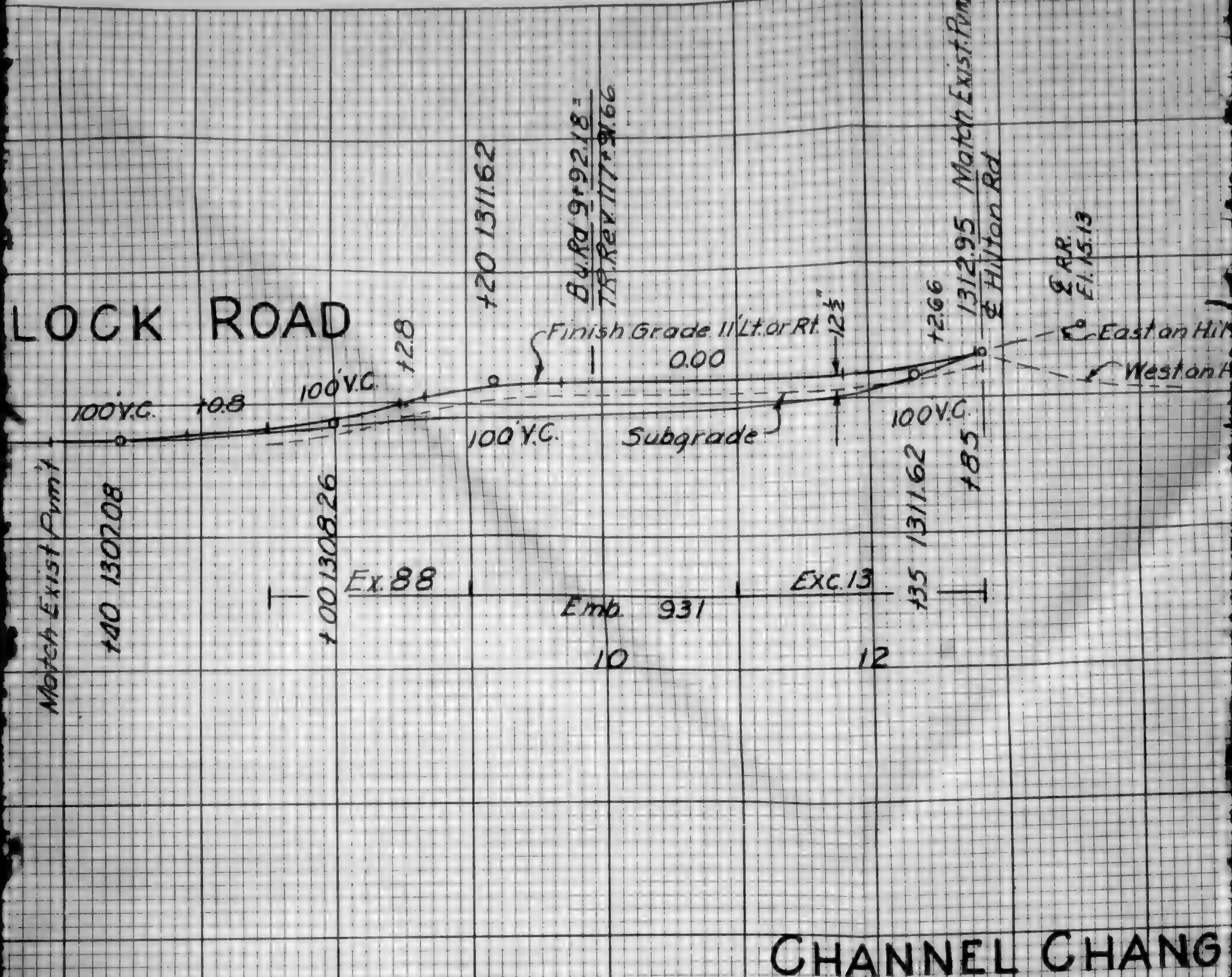
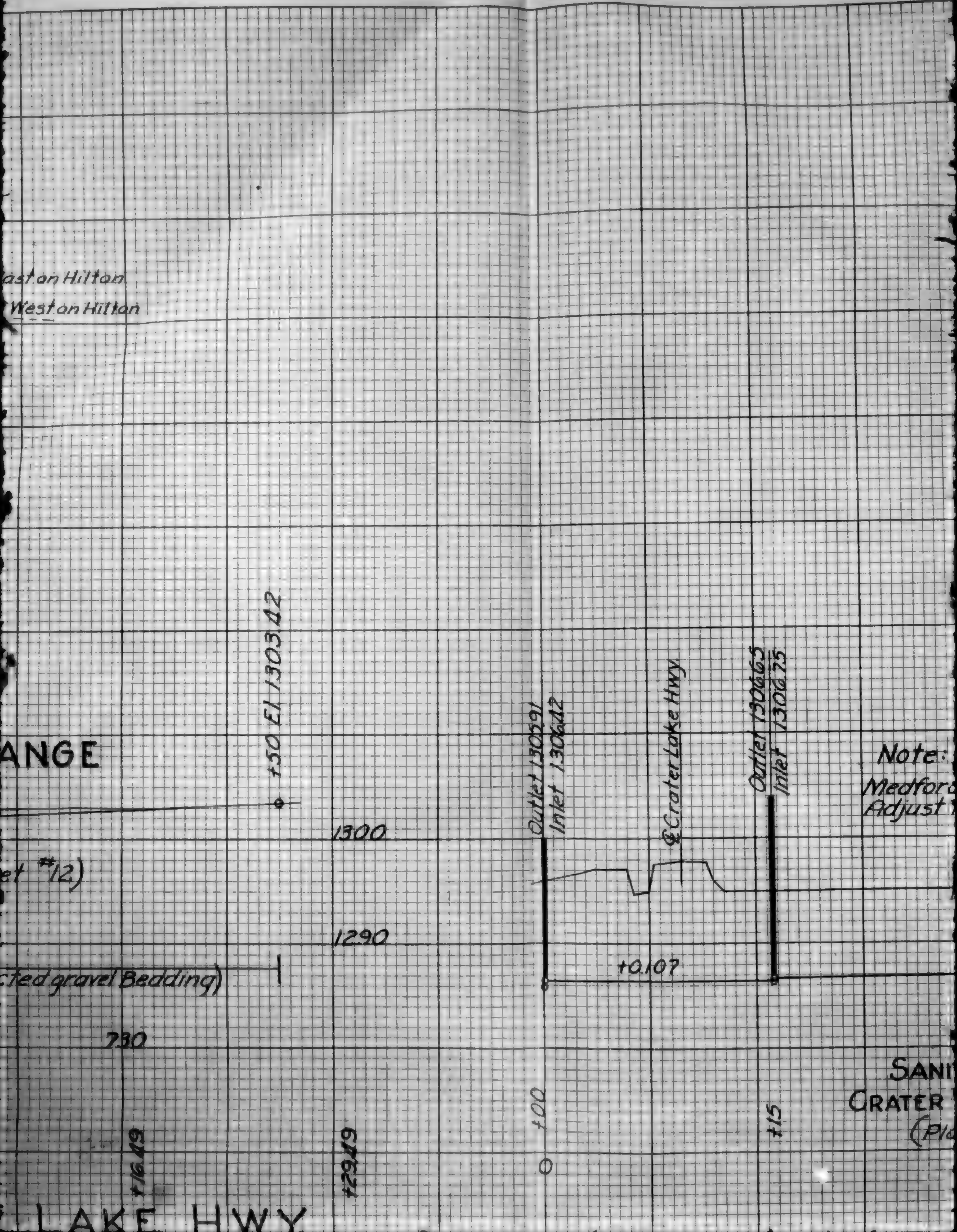

+68 Install
Dr. Exc.
TR Rev. Sta. 130+54.75 to 131+78.75
Const. Steel Beam Span Struct.-124
Roadway Width-15'
Drwg. No.
65'
55
BIDDLE ROAD
1340
1330
1320
1310
+50 1327.30
+54.75
+0.19
250' V.C.
2:1.51
+3.0
1309.60
00 V.C.
+60
Ground Line at ℄
125
130

Exhibit "C"

FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE


Note: See Plan on Sheet 11A
BULLO
1320
1310
1300
0.0
100
Exist ℄ Bullock Rd
Match Exist Pvm't
+10 1300.08
0
5
+30 El 1298.6
1300
1290
720

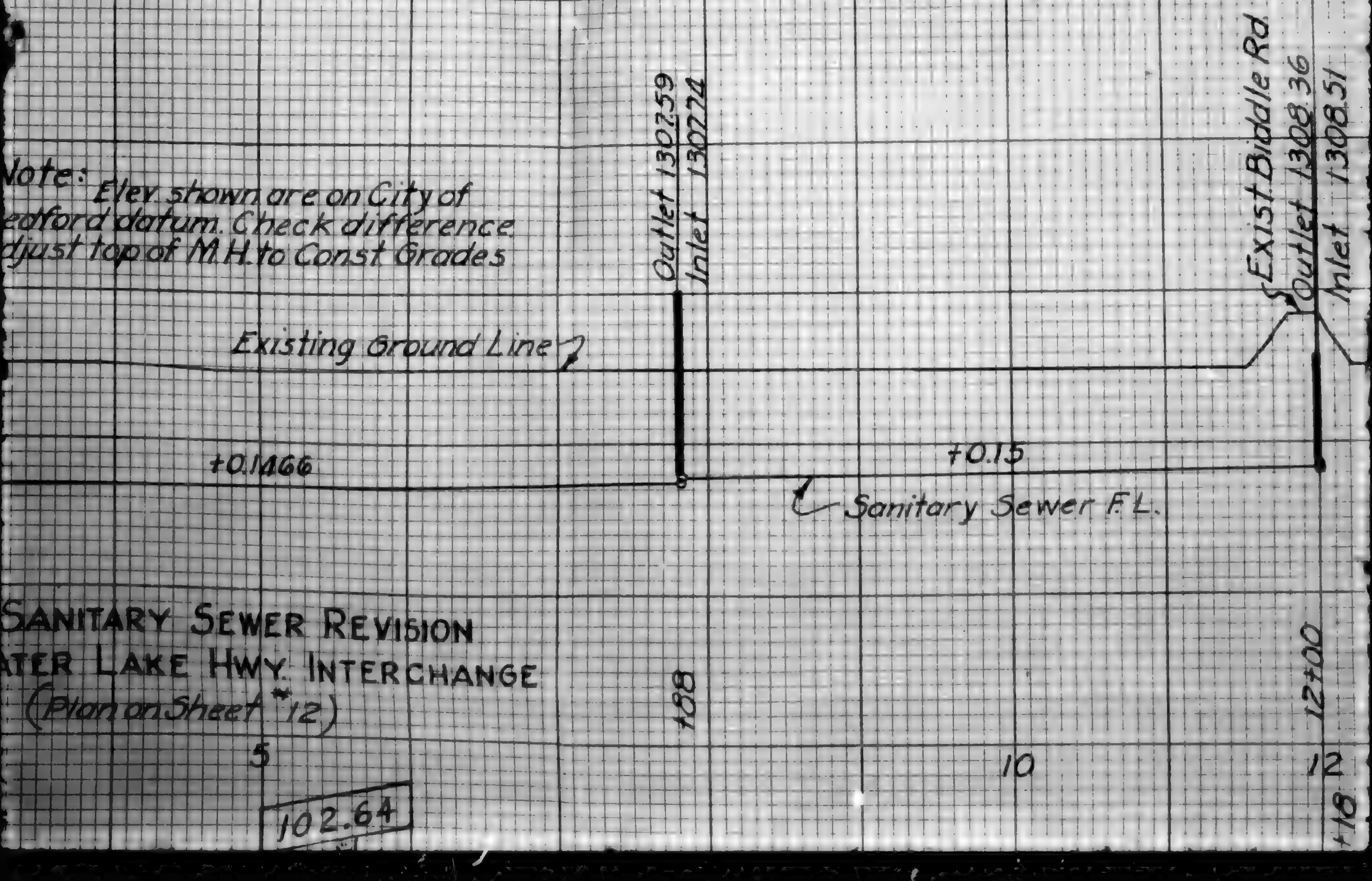

LOCK ROAD
Match Exist. Pvm't
+40 1307.08
100'V.C.
+0.8
100'V.C.
+00 1308.26
+2.8
100'V.C.
+20 1311.62
Finish Grade 11' Lt. or Rt.
Bu. Rd 9+92.18 =
T.R. Rev. 117+91.66
0.00
Subgrade
12½"
100'V.C.
1311.62
+2.66
+85
1312.95 Match Exist. Pvm't
℄ Hilton Rd
℄ R.R.
El. 15.13
℄ East on Hil
West on H
Ex. 88
Emb. 931
Exc. 13
+35
10
12
CHANNEL CHANG
Ground Line at ℄
+0.43
F.L. Channel Change
(Plan on Sheet #12)
Exc. 17,384
Emb. 9,963
Emb. 874 (Selected gr
725
+89.31
00 1314.36
+30.73
CRATER L


ast on Hilton
West on Hilton
ANGE
+50 El 1303.42
Outlet 1305.91
Inlet 1306.42
℄ Crater Lake Hwy.
Outlet 1306.65
Inlet 1306.75
Note:
Medford
Adjust
1300
et #12)
1290
+0.107
cted gravel Bedding)
730
SANI
CRATER
(Pl
+00
+15
+16.49
+29.49
0
LAKE HWY

SEVEN OAKS-JACKSON ST. SECTION
PACIFIC HIGHWAY
JACKSON COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON		

11


Outlet 1307.59
Inlet 1307.74
Exist. Biddle Rd.
Outlet 1308.36
Inlet 1308.51
Existing Ground Line
+0.1466
+0.15
Sanitary Sewer F.L.
+88
12+00
5
10
12
+18
102.64

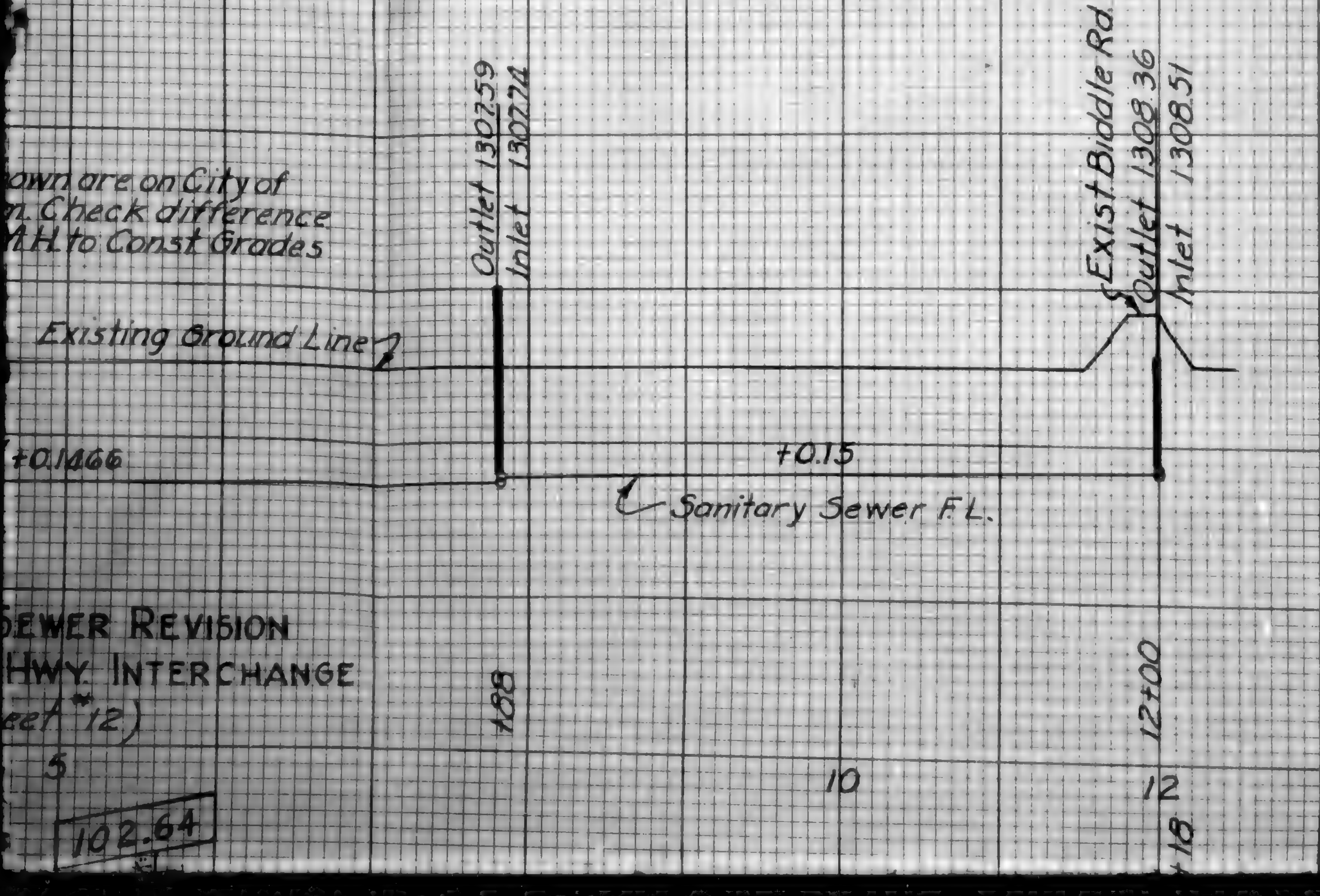
Note: Elev. shown are on City of
edford datum. Check difference
djust top of M.H. to Const. Grades

SANITARY SEWER REVISION
ATER LAKE HWY. INTERCHANGE
(Plan on Sheet #12)

SEVEN OAKS~JACKSON ST. SECTION
PACIFIC HIGHWAY
JACKSON COUNTY

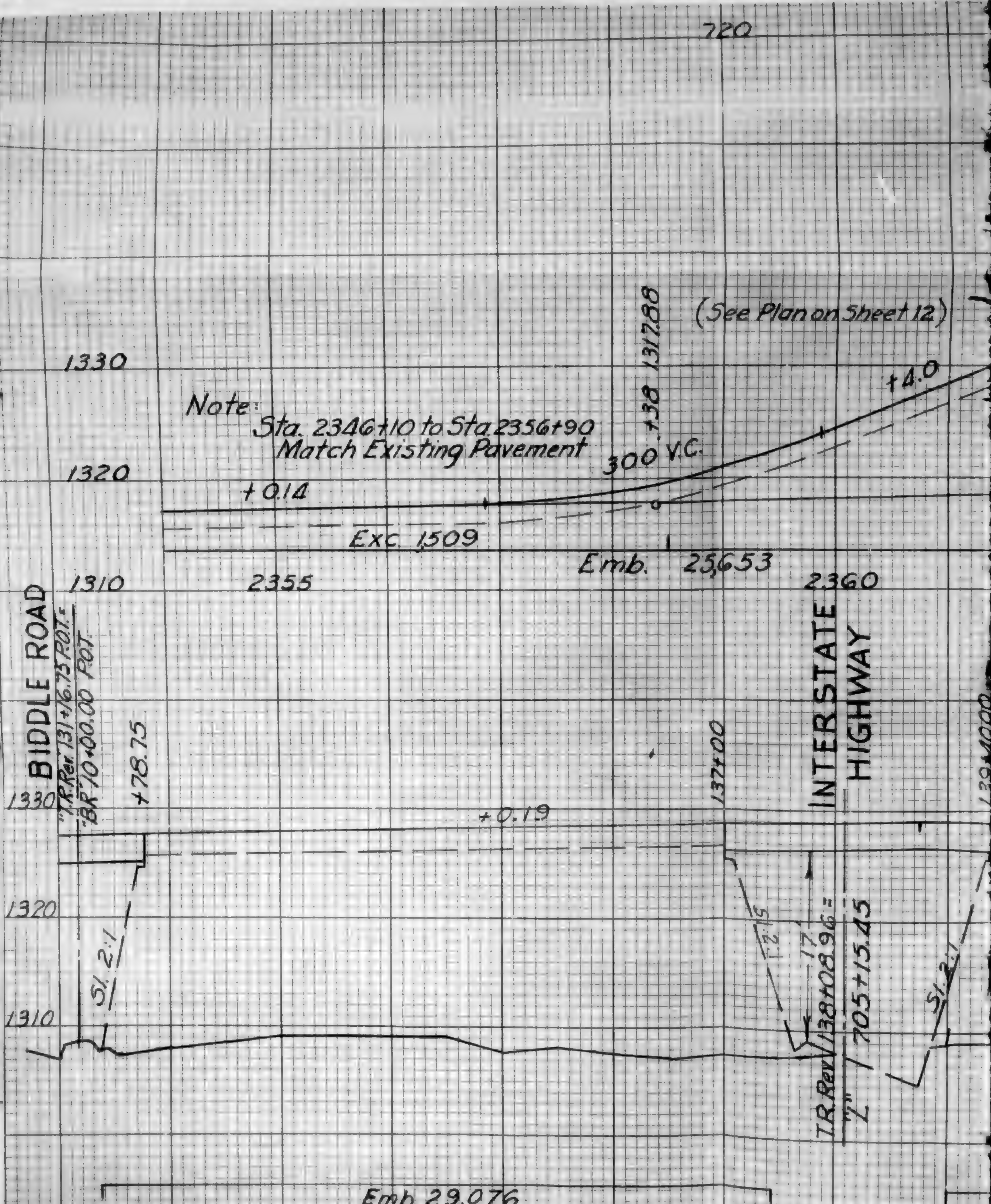
SHEET No. 11B

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

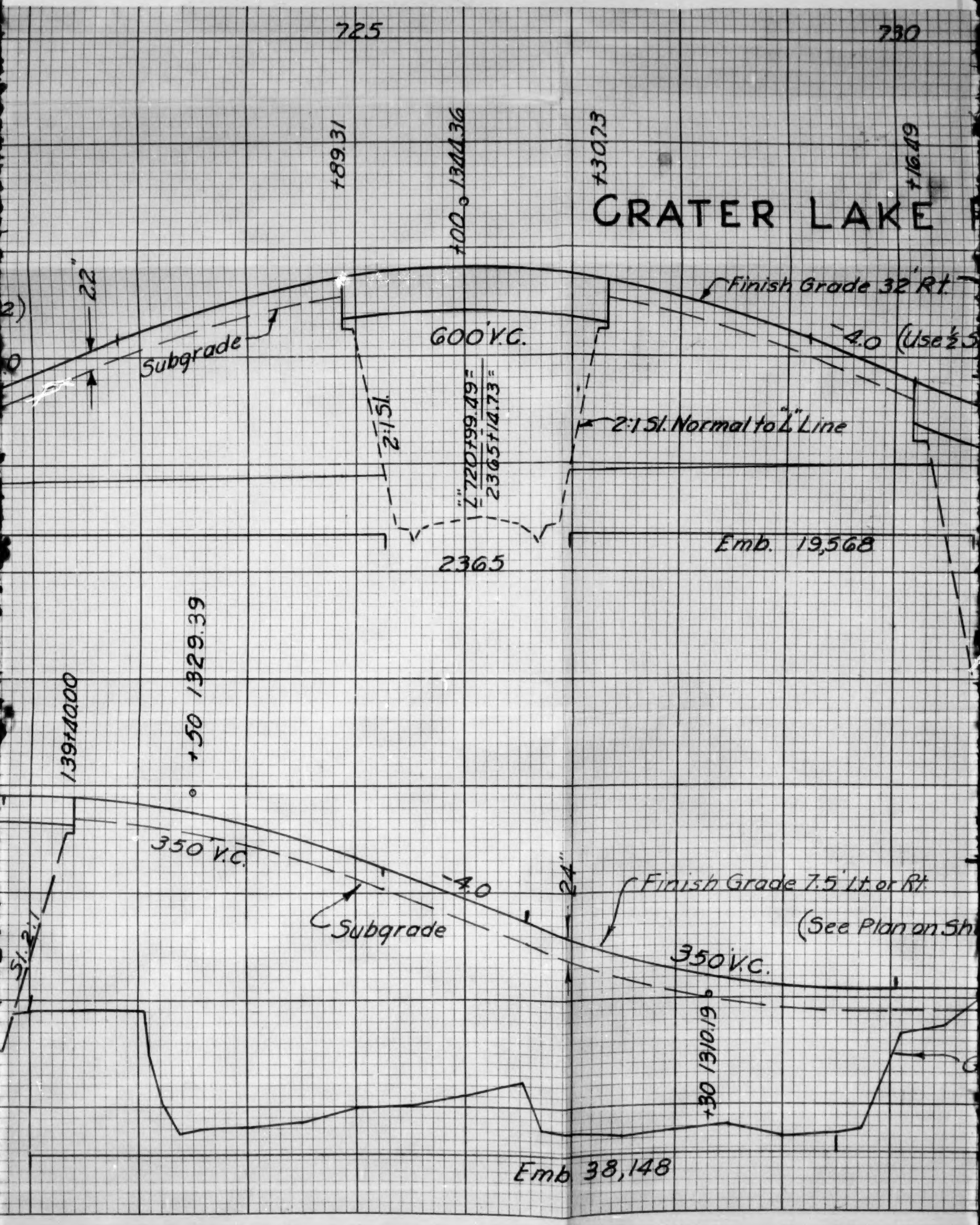

Outlet 1307.59
Inlet 1307.74
Exist. Biddle Rd.
Outlet 1308.36
Inlet 1308.51
Existing Ground Line
+0.1466
+0.15
℄ Sanitary Sewer F.L.
188
12+00
5
10
12
18
102.64

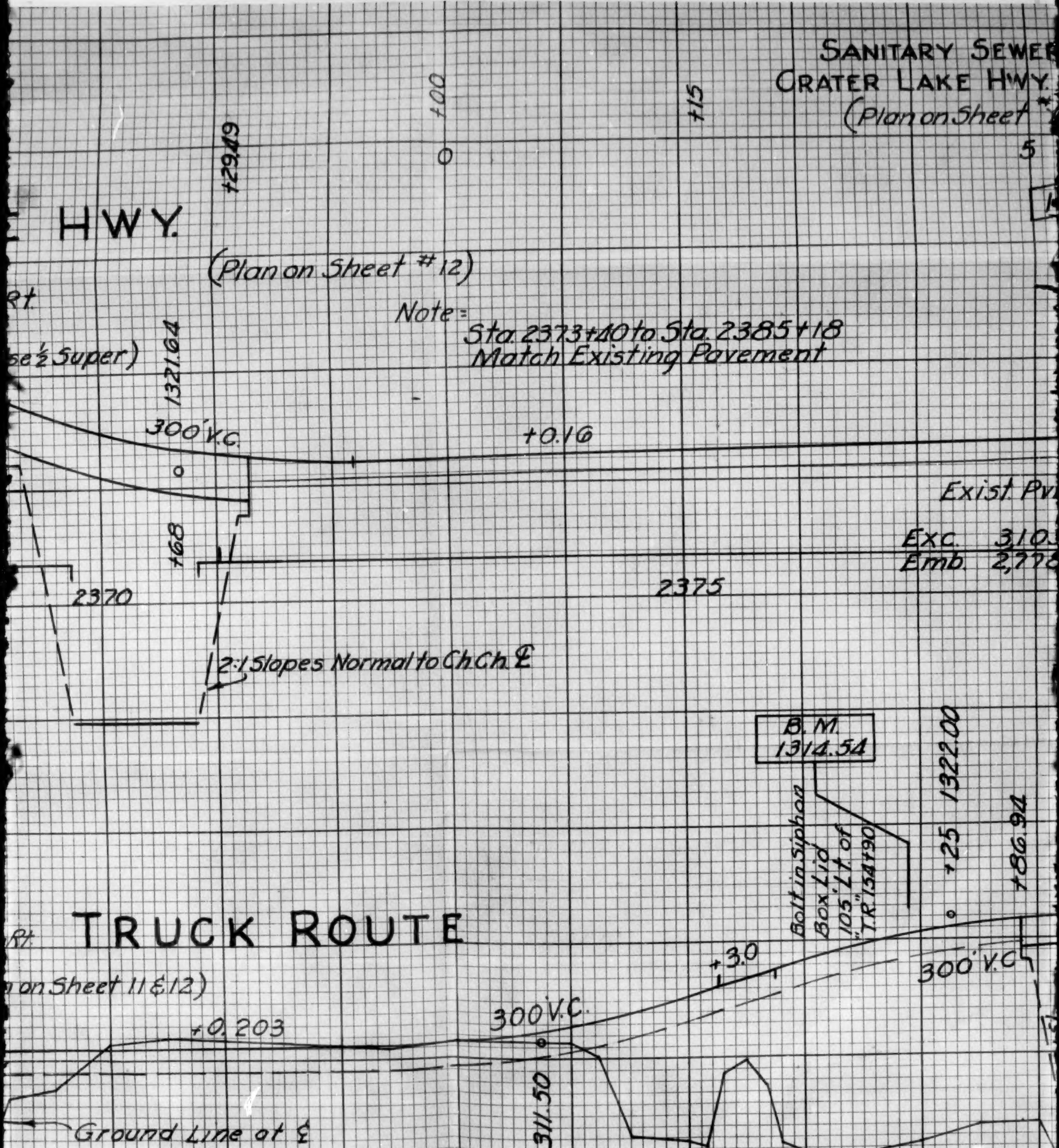
own are on City of
n. Check difference
A.H. to Const Grades

SEWER REVISION
HWY. INTERCHANGE
eet #12)



720
(See Plan on Sheet 12)
1330
Note:
Sta. 2346+10 to Sta. 2356+90
Match Existing Pavement
+38 1317.88
+4.0
300' V.C.
1320
+0.14
Exc. 1,509
Emb. 25,653
1310
2355
2360
BIDDLE ROAD
"T.R.Rev." 131+16.75 P.O.T. =
"BR" 70+00.00 P.O.T.
+78.75
INTERSTATE
HIGHWAY
137+00
1330
+0.19
1320
Sl. 2:1
1:2.5
17
T.R.Rev. 138+08.96 =
"Z" 705+15.45
1310
Sl. 2:1
Emb. 29,076
131
135


725
730
+89.31
+00 1344.36
+30.73
+16.49
CRATER LAKE
22"
2)
0
Subgrade
600' V.C.
Finish Grade 32' Rt.
4.0 (Use ½ S
2:1 Sl.
"L" 720+99.49 =
2365+14.73 =
2:1 Sl. Normal to "L" Line
2365
Emb. 19,568
139+40.00
+50 1329.39
350' V.C.
4.0
24"
Finish Grade 7.5' Lt. or Rt.
(See Plan on Sh
Subgrade
350' V.C.
Sl. 2:1
+30 1310.19
Emb 38,148
140
145


SANITARY SEWER
CRATER LAKE HWY.
(Plan on Sheet
5
HWY.
(Plan on Sheet #12)
Rt.
se ½ Super)
Note:
Sta. 2373+40 to Sta. 2385+18
Match Existing Pavement
+00
0
+15
+29.49
1321.64
300' V.C.
+0.16
+68
2370
2375
Exist. Pv
Exc. 310
Emb. 2,77
2:1 Slopes Normal to Ch.Ch. ℄
B.M.
1314.54
Bolt in Siphon
Box Lid
105' Lt. of
"T.R." 154+90
+25 1322.00
+86.94
TRUCK ROUTE
Rt.
n on Sheet 11 & 12)
+3.0
300' V.C.
300' V.C.
+0.203
+75 1311.50
Ground Line at ℄
Exc. 2,042
Emb. 15,776
150
155

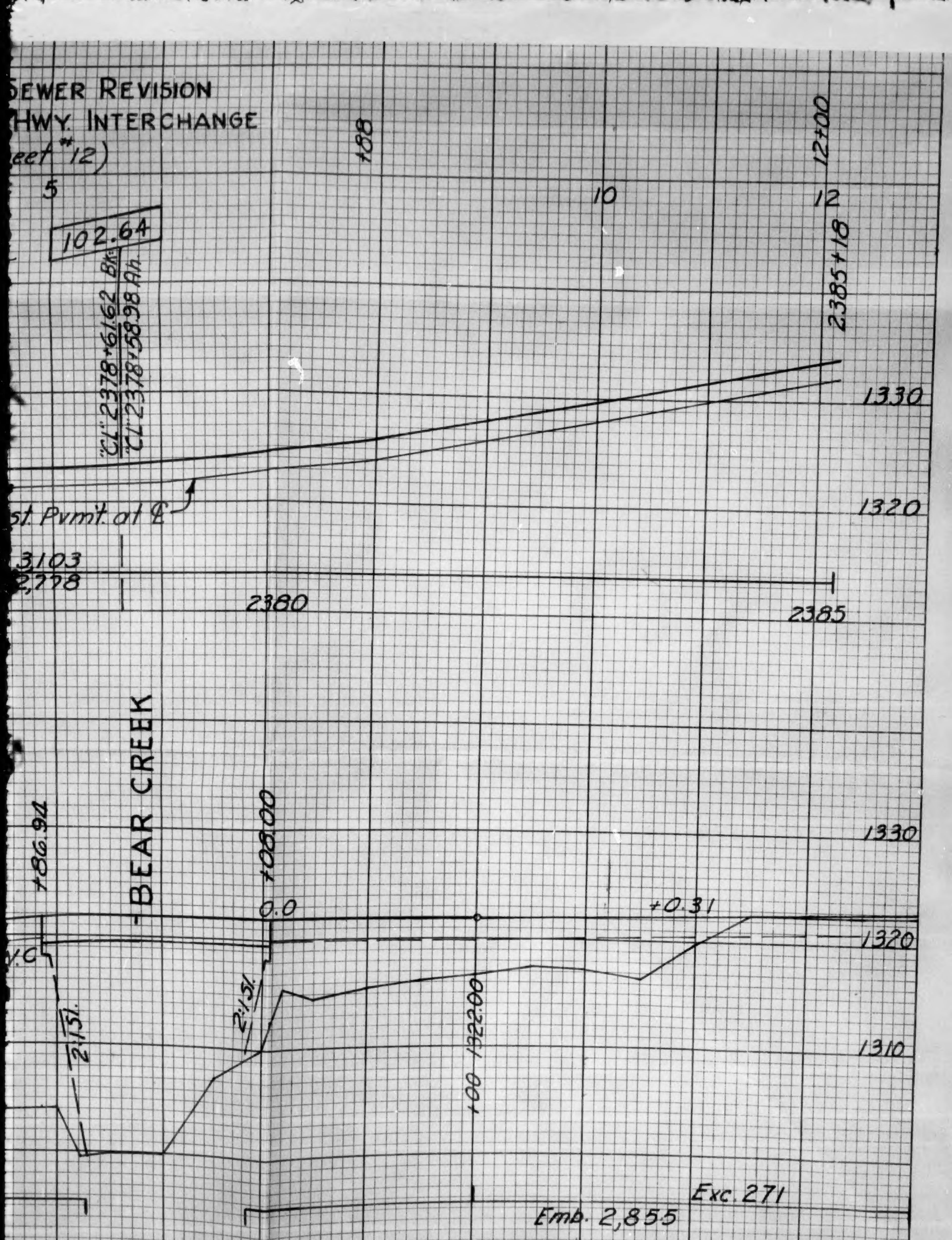

SEWER REVISION
HWY. INTERCHANGE
eet #12)
5
10
12
+88
12+00
102.64
"CL" 2378+61.62 Bk.
"CL" 2378+58.98 Ah.
2385+18
1330
1320
st. Pvmt. at ℄
3103
2,778
2380
2385
BEAR CREEK
+86.94
+08.00
0.0
+0.31
1330
1320
1310
.C
2:1 Sl.
2:1 Sl.
+00 1322.00
Exc. 271
Emb. 2,855
160
163

Exhibit "D"

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Department of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with Contract #5808 Ends with: Contract #5831

FLASH CARDS: Begin Each Contract

Remarks: #5808 Continued from reel 101
#5831 Continued on reel 103

Reel No. 102 Reduction Ratio 21:1 Project No. ________

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 31 day of March, 19 81 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Silvar Storm